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CHINESE
TORTURE**

**CAN-AM:
RIGHT THE
FOURTH
TIME**

**MAICO
MODS**



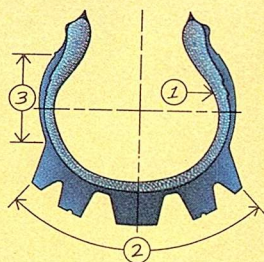
EAGLE M/XII

Built to run with a great design



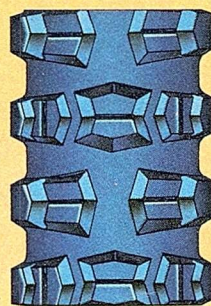
Every downstroke of the piston snaps the short throw crank around again. You get fast throttle response and two-stroke torque through a large rear sprocket. This is dirt bike design. But the power has to go through the tire's footprint before you move with it. Those few square inches are critical. At Goodyear we know about dirt riding. That's why we developed the Eagle M/XII tire. It's built to run with this great design. Here's how it works.

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2. It's wide, flat

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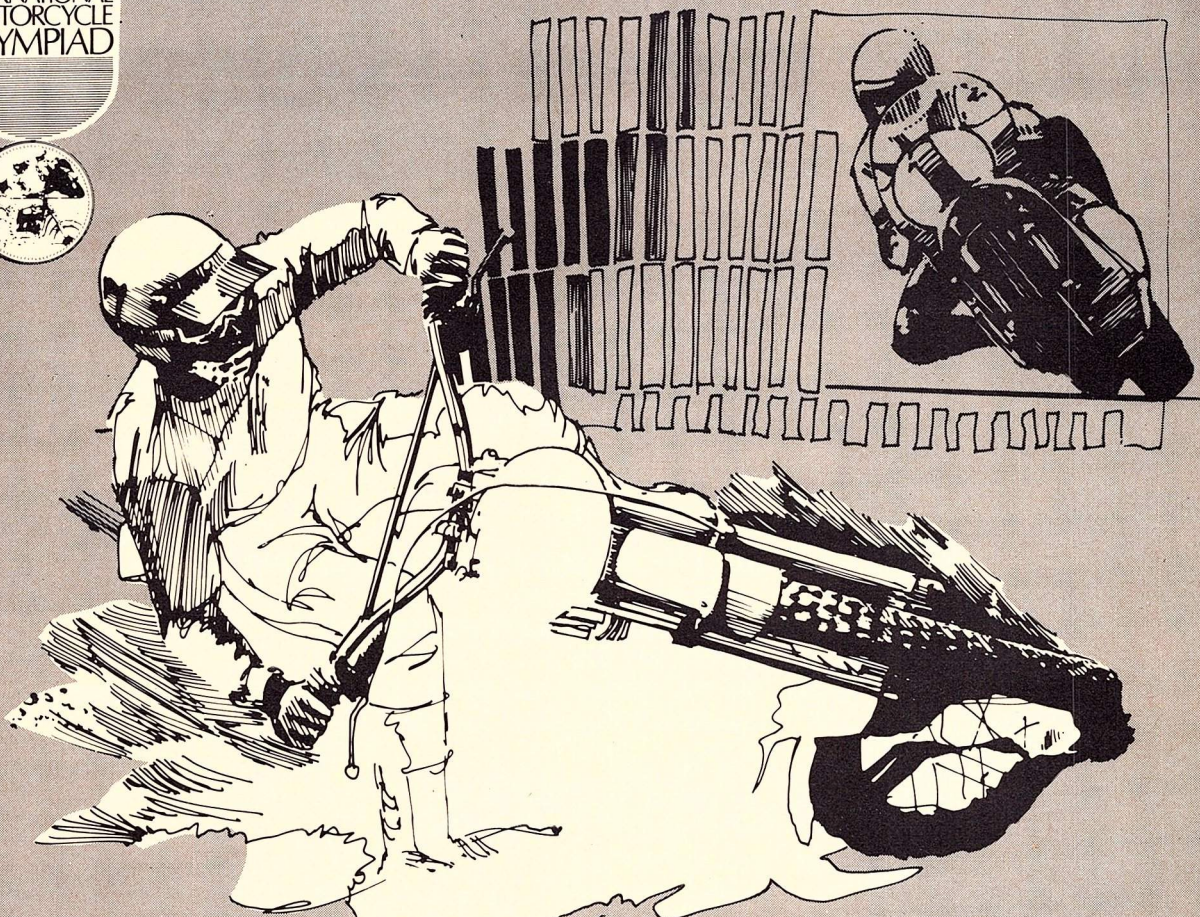
footprint and tall, tapered lug design make for a stiff, hardworking tire.

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CAN-AM 250 MX4

MOTOCROSS

VOLUME SIX
NUMBER NINE
SEPTEMBER 1978

ACTION MAGAZINE

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Innovative and improved
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Making the Magnum better

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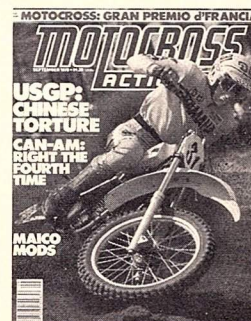
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COVER:
Long-time privateer John Savitski gives a berm a little click just as N.R. Rowan gave his Brownie a click to capture the moment.

NEXT ISSUE ON SALE SEPTEMBER 12

What's new from Honda?

Counterbalancers:

Less vibration for you and your machine.

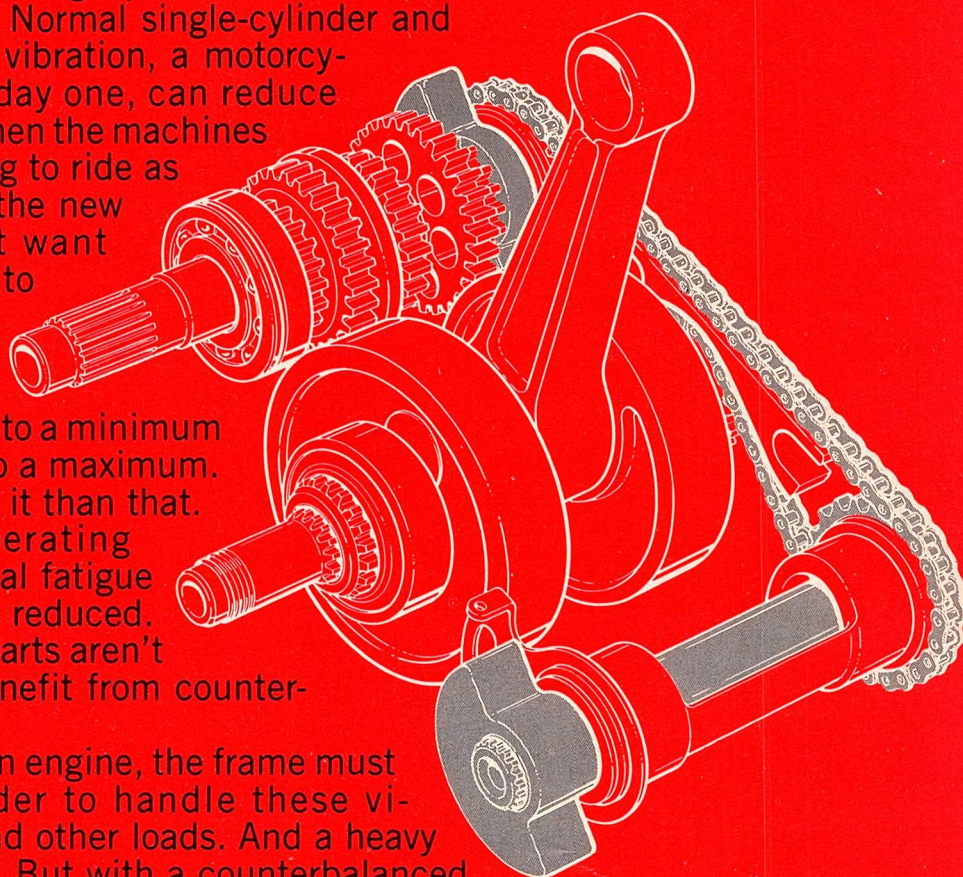
Honda has developed effective engine vibration-reducing counterbalancing systems for both the high-performance Hawk™ series and the spirited, lightweight XL-250S. Normal single-cylinder and vertical twin-cylinder vibration, a motorcycling nemesis since day one, can reduce riding comfort. And when the machines are as fun and exciting to ride as the Hawk series and the new XL-250S, you don't want excessive vibration to spoil your day. So, the Honda counterbalancing systems work to keep vibration to a minimum and your enjoyment to a maximum.

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On The Mainjet

By Dick Miller

□ In the some 50 or more odd columns that I've written since first editing MXA I'm sure that I've touched on this subject more than once, but due to the changing lifestyles and evolution of this magazine's readers, it bears repeating. What is the best bike?

The question we most often receive in the mail or from our friends at the track or even in phone calls is a question regarding the best brand of bike to buy in a certain class.

It probably is proper to think we should know the answer to such a seemingly simple question, since we of all people have the opportunity to ride, race and test every brand of motocrosser available to you, and even some that are not available. All other magazines have to test street and dual-purpose bikes besides motocrossers, while we have only to deal with one type — a motorcycle designed to race motocross. If you think about this for a while you may realize why you may see a motocross bike tested in another magazine where it is billed as the best 250 ever, and then you read our test and it isn't as enthusiastic. How can there be so diverse an opinion? Simple! Suppose you work for a magazine or are asked to help test some bikes, take photos, etc., and the riding consists of a few different types of bikes, say a couple of medium class enduros or a street bike or two and then one full-race 250cc motocrosser. How do you think you'd respond to a 250cc motocrosser that weighs around 200 pounds with the horsepower of a 500 after climbing off a 350cc enduro weighing about 300 pounds with the power of a good 125 MXer. Other parallels could be made to illustrate my point, but I'm sure you get my meaning. A vertical publication such as ours doesn't have the problem of a spectrum magazine (one that reports on all types of bikes), and therefore becomes inherently more critical of what is better.

Continuing with this line of thinking will help you put our tests in their proper perspective. We are testing and evaluating the state of the art in motocross, and as the art becomes more perfect we have to be more critical. If I had to compare today's



motocross machines with the machines we were racing when I first became editor of this magazine, I would be hard pressed to have anything but the utmost praise for every motocross bike of today. But that isn't the way it works. We aren't comparing way-back-then with now. The realities are accepting motocross machines for what they are today and evaluating them accordingly. The state of the art is so refined now that it is *possible* for a privateer to have a better bike than a factory works model. If you can imagine four inches of travel in the rear and six in the forks in 1970 as being the standard, you'll get some idea of how far we have come. Of course, you now need a stepladder to mount your bike if you're under 5'10", but progress has its compromises also.

Very few of you probably remember how we used to complain about the factories not building us bikes ready to race. Less than five years ago it was still the accepted opinion by most (all?) manufacturers to build mild engines for consumers, and if they wanted to get more power then let them modify the

(continued on page 66)

PHASE TWO

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Roger DeCoster, Bob Hannah and Marty Smith dominated the 1977 Trans-AMA Series using JT's PHASE TWO Foam Air Filter. Equip your bike with the same air filtration system chosen by these and other top professionals. Order direct or get one today from your favorite dealer. Winners Never Lose — TEAM PHASE TWO.

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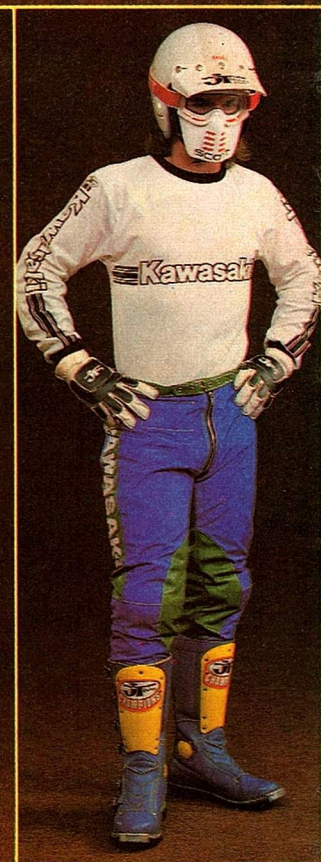
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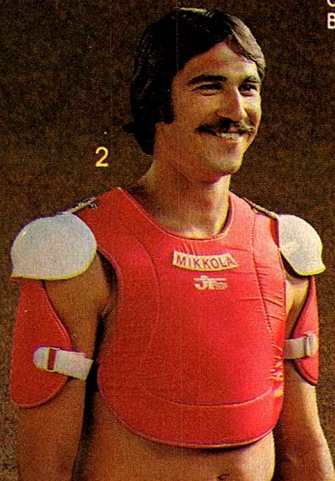
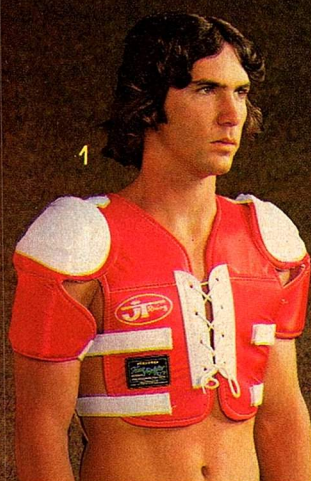
Comfort, maximum protection, adjustability. 8 ounces lighter than its nearest competitor and completely washable. Red only. Adult size: **\$38.95**; Kid size: **\$28.85**; PeeWee size: **\$19.95**.

Mikkola Chest & Shoulder Protector (2)

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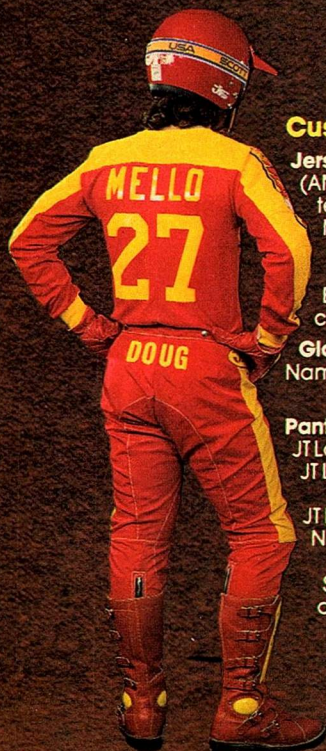
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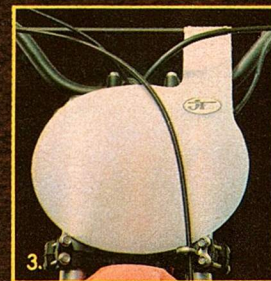
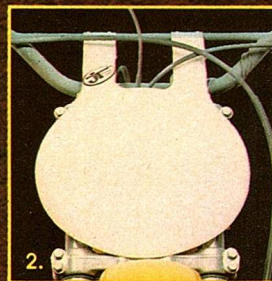
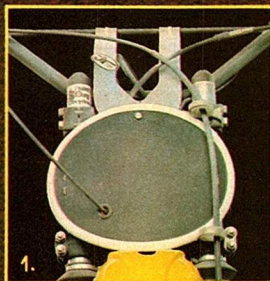
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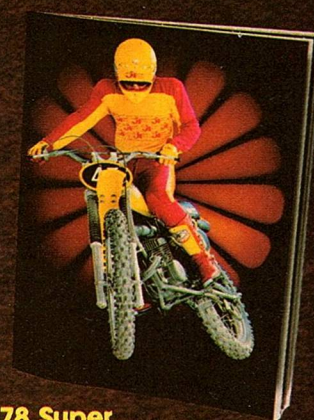
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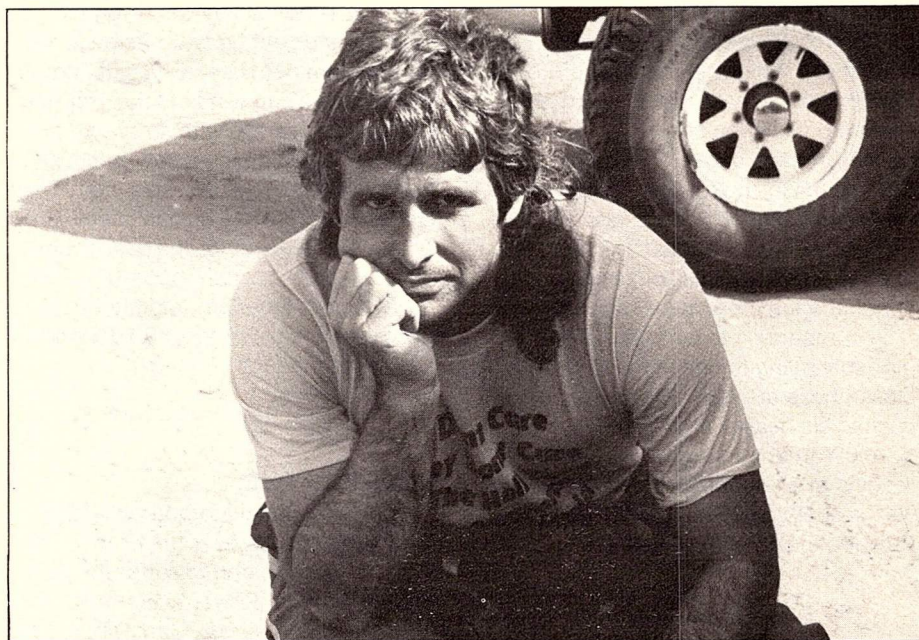
Jody's Box

By Jody Weisel

□ There is an inevitability about life in the fast lane that only the greats can cope with. The worst thing about being high on the hog, king of the hill or leader of the duds is that somebody is always trying to put your brakes on. For me, matters are made even worse by the fact that my companions always tend to be in the upper echelons of the motocross world. When I get rolling on a surefire, bound-to-impress race story about last Sunday at Chicken Licks Raceway Roger and Tony always interrupt with some inane comment about the French Grand Prix or the Superbowl of Motocross. More often than not I get so piqued that I refuse to finish my story, even though it is my favorite one about wearing a red wig and smoking the Powder Puff class (until the halfway point). I have even convinced myself that they will be a little bit poorer men, as humans and racers, for not allowing me to share my vast reservoir of worthless knowledge.

Professional motocross is a cut-throat, dog-eat-dog, winner-take-all living hell, and out on the racetrack it is even worse. Jammin' Jimmy Weinert is the master of the psych-out, but no rider worth his salt passes up a chance to rap his competition's mental knuckles. Marty Tripes told everyone at the New Orleans Superdome race that Marty Moates had jumped the previously thought impossible double jump in practice. In fact, Moates, who will jump anything that has the take-off and landing points in the same city, hadn't dared to jump the Superdome chasm. But Tripes had everyone believing that it could be jumped, in fact had been jumped, and would have to be jumped in order to win. Marty had no intention of trying to jump it himself, but he wanted to be the first to watch if anyone he talked to tried it. It was a brilliant psych. The Marty Moates rumor spread like wild-fire through the pits. Everyone believed it — except Marty Tripes and Marty Moates.

The only rider who isn't subject to the constant bickering and verbal infighting at the racetrack is the squid. In the subculture of motocross, the only thing worse than being a squid is belonging to the Sierra Club. Fortunately for most squids, they don't know that they are



thus labeled, but there are signs that any squid with half a pulse can't miss.

You know you are a squid when spectators are always mistaking you for the leader, and every time you come around some joker is giving you hand signals that show how big a lead you have. And the signal they use is a rapid thumbing of their noses. Sometimes the guy who is acting as your mechanic will tip you off when you have arrived at *squid-dom*. Often it is just a conversation that you overhear between your faithful wrench and your prime competition's mechanic.

"Can I borrow your stopwatch?" asks Johnny Shoe's mechanic only a few minutes before the big race.

"No, we don't use a stopwatch. Jody was complaining that Mickey's hands were going around too fast," replies your mechanic in his most sarcastic whine.

"Well, what do you use to keep track of the lap times, then?" asks the other mechanic in a gleeful chortle.

"If he is having a good day a sundial is adequate, but since he is a little off his pace today I just brought out a pocket calendar," says your trusty friend as the gate drops and you labor up the hill.

You know you are really a squid when a new track opens up and offers to pay back 100 percent trophies and you don't get one. When they have already started the next moto after yours and

you haven't gotten the white flag yet. When the ambulance attendant knows you by your first name, and asks you to sit up front because he just changed the sheets in the back. When you go to the promoter to complain about a scoring error that has you back in 15th place, and the promoter agrees that there must have been some kind of error. When he comes out of the scoring booth you are in 19th place.

You know you are really a squid when you jump the gate and have a 100-yard lead going into the first turn and nobody protests. Or when you accidentally line up with the minis on your RM250 and nobody thinks you are taking unfair advantage. Or when you throw your chain on the fast straightaway and it dribbles off the sprocket so slowly that a flagman beats it with a stick thinking it's a snake. Or when you blow sixth gear out of your transmission and everybody marvels out loud how a gear that was never used could break. Or when you are in the last race of the day and by the time you finish your ten laps everybody is loaded up and gone.

Like I said in the beginning, there is an inevitability about life in the fast lane that makes even the immortals of the sport mortal. So when some turkey tries to let on that I'm a squid, or I truly believe that he is one, it doesn't really matter. Cuz I've been beaten by faster men than he, and if I haven't been, then it's only a matter of time until I will be. ■

Dirt

WEIGHTY SUBJECTS

When they weighed the 500cc equipment at sign-up the day before the USGP, the big three (Honda, Suzuki, Yamaha) all hit the scales within six pounds of each other. The works Suzukis of Gerrit Wolsink and Roger DeCoster weighed 216 pounds, Brad Lackey's Honda weighed 217 pounds, and Heikki Mikkola's OW Yamaha tipped the tumblers at 222 pounds.

In comparison to what you are probably trying to ride in the Open class, these are light. Rex Staten pushed his heavily modified Bassett YZ400 Yamaha through tech with a reading of 242 pounds. Rocket Rex, who is soon to be known as Wreck-it Rox, led the GP until he seized.

□ □ □ □

MOTOCROSS AND TROPHÉE DES

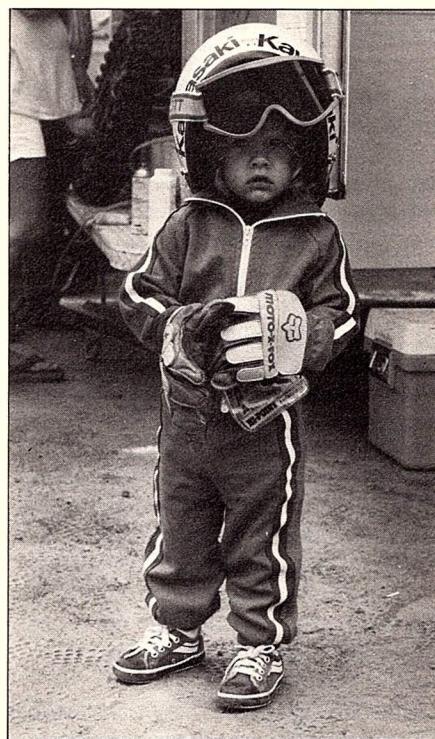
The AMA has yet to select the American team for the yearly challenge of the world motocross world. Each year the AMA has a new method for selecting the team. One thing is sure —

this year Brad Lackey will be on the team. In the past Lackey has been left off the team because he was in Europe. This year we can win both the Trophée and Motocross des with no sweat. Our best team would be Lackey, because of his hot streak in the GPs this year; Tony DiStefano, because he has been high scorer at the event for the past couple of years; Bob Hannah, because of his hot streak in America; and Marty Smith, because he has European experience and can do the job.

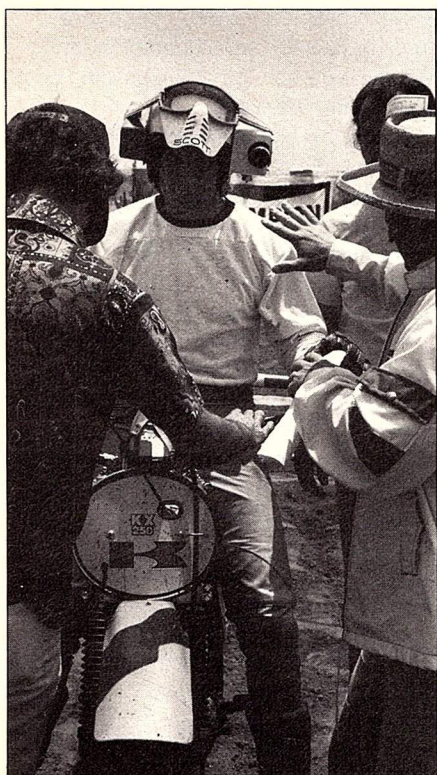
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KNEE FOR TWO

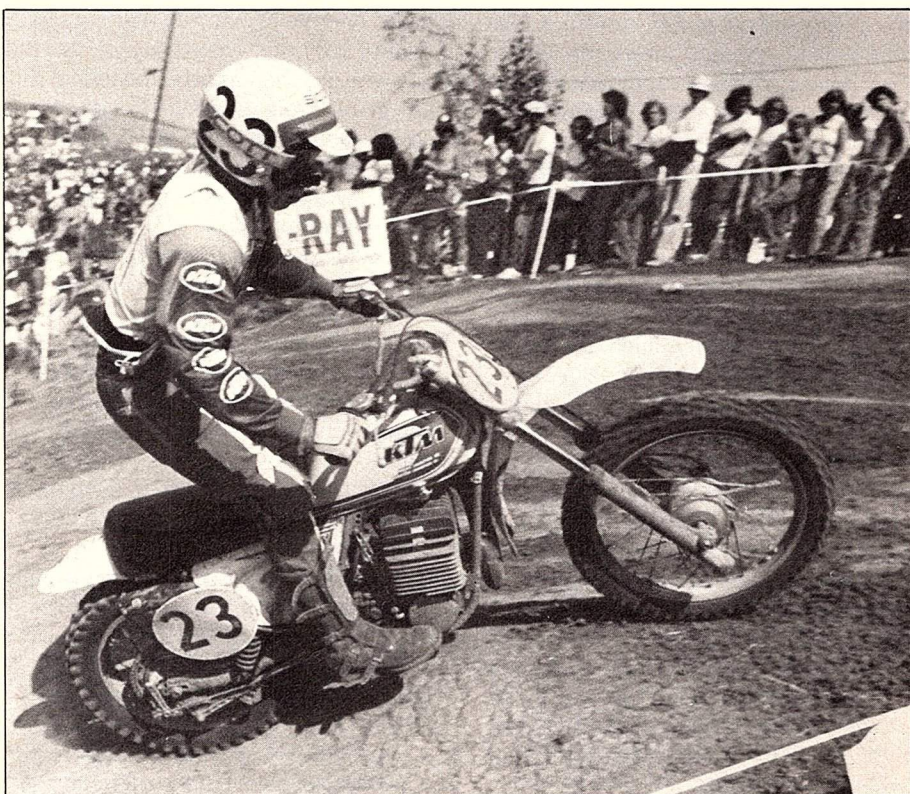
On the National motocross circuit, the injury of the year is the knee injury. Tony D. was the first to suffer the joint problem. He underwent surgery to have his cartilage repaired. Marty Tripp was next. A footpeg wounded Marty and he sat out a couple of weeks waiting for it to heal. Steve Stackable showed up at the USGP at Carlsbad, but didn't ride because his doctor had told him to rest his cartilage-worn knee. Honda's



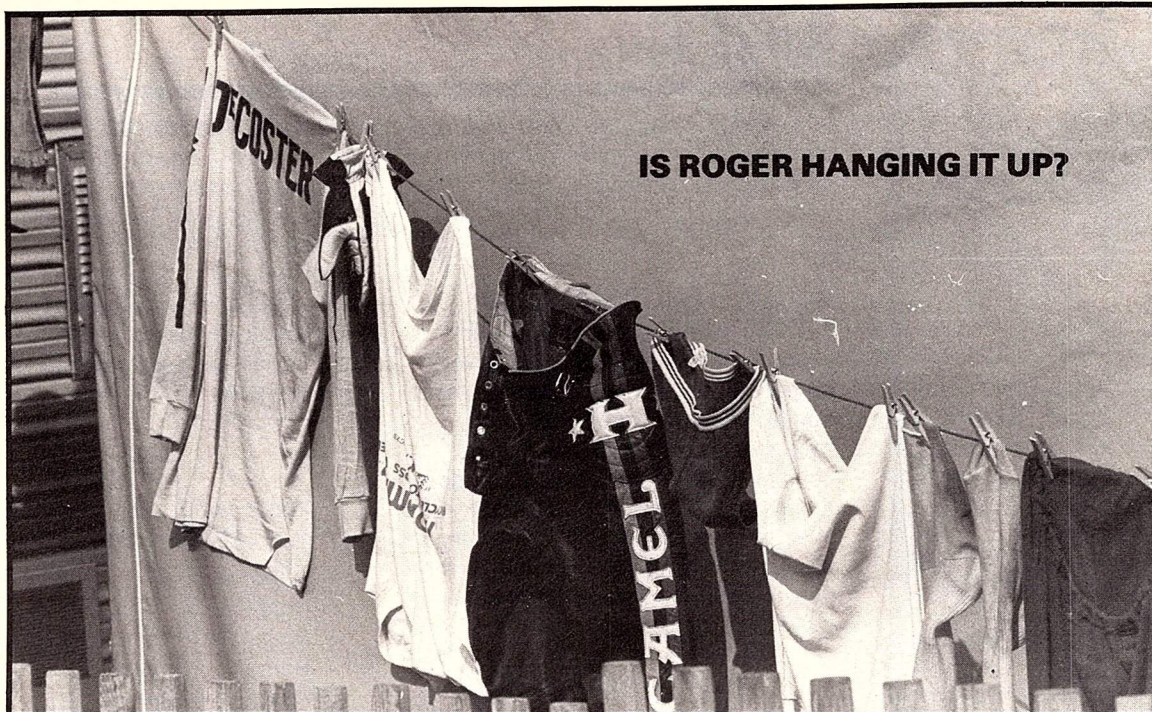
Jason tries on Gassin' Gaylon Mosier's equipment before the Grand Prix. Dad later borrowed it back.



Bruce Jenner, the Olympic Decathlon Champion, wore the camera helmet for the pre-race action photography at the USGP.



Frank Stacy has campaigned Pentons and KTMs around the National circuit longer than anyone in America, but has finally left the Austrian bike to ride for Moto-X Fox on a Suzuki.



IS ROGER HANGING IT UP?

Not This Year. But, when R.D. decides he's going to hang out his Hallmans for the last time, you can count on MOTOCROSS ACTION's roving camera to be there at the official unveiling of the commemorative Roger DeCoster Clothesline Exhibit. MOTOCROSS ACTION bares

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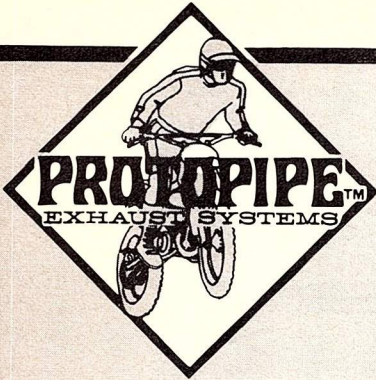
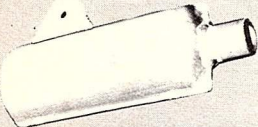
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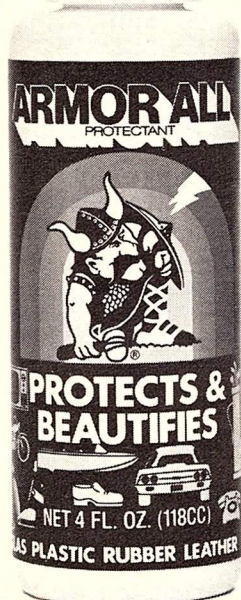



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Dirt

Jimmy Ellis is reported to be ailing in the same joint, but not to the extent that it stops him from racing.

□ □ □ □

KOOKIE, THE WONDER DOG

This has nothing to do with motocross, but Kookie, the famous desert racing dog, passed on recently at the age of 16. Kookie had been in retirement over the past few years. John McGown, Kookie's pet, is undergoing training by Kookie's son to try and keep the team together. We hope that Kookie III doesn't have to break up the new team, but we think that John can learn a few new tricks.

□ □ □ □

FOUR-STROKES ON THE RUN

Alan Greenwood and his ultra-trick Knobby Shop International (KSI) Honda four-stroke racer will be seen in action at the British 500cc Grand Prix. Marty Moates is set to do the throttle-twisting. Moates tried to get into the USGP, but was turned down by the AMA. Moates was rejected because he was a 125 National Championship contender. Later, when the bikes hit the starting line, 125 contender Gaylon Mosier was allowed to ride. KSI head honcho Alan Greenwood tried every channel possible, but the AMA was reluctant to do anything to help. Forty riders are

allowed to race the Grands Prix, and more than 40 often ride in Europe. At the USGP less than 30 riders crossed the starting gate. Moates, who proved himself in the 250 GPs last year, is qualified to race, and is even better-known and more respected by the European fans than most of the big names in America. Luckily, Britain gave him a break.

□ □ □ □

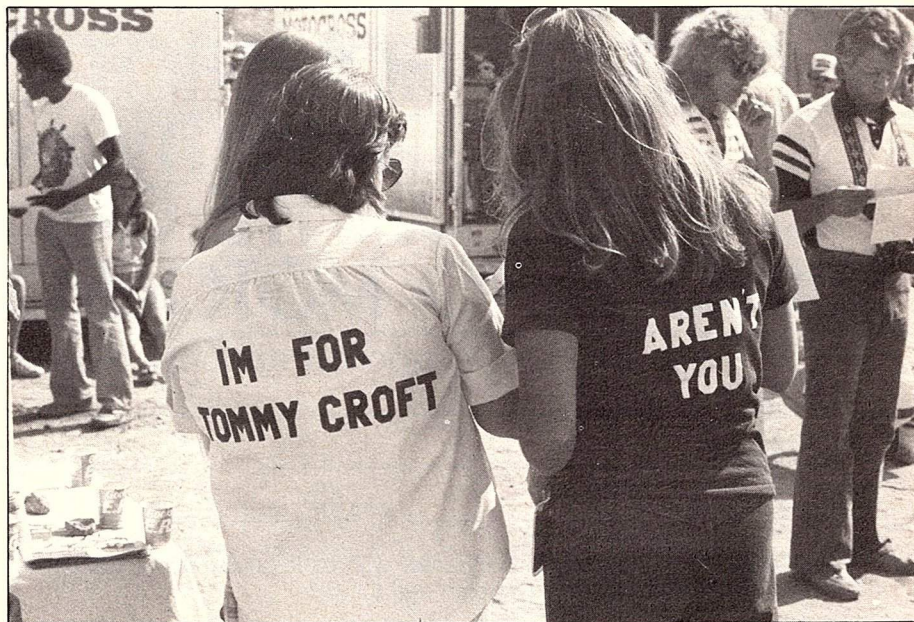
500cc WORLD STANDINGS AFTER CARLSBAD

1. Heikki Mikkola 172
2. Brad Lackey 138
3. Roger DeCoster 101
4. Herbert Schmitz 84
5. Andre Malherbe 74
6. Gerrit Wolsink 58
7. Jaak van Velthoven 49
8. Graham Noyce 42
9. Andre Vromans 30
10. Hakan Andersson 24

□ □ □ □

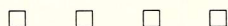
IF I WAS

Keith McCarty, the ace factory Yamaha mechanic, was asked what he would do if he was building a privateer bike for the Open class Nationals. He looked around the pits at all the big-bores with their radical porting, exotic 200:1 mixtures and fat-skinny pipes and said, "I'd bore the engine out



Occasionally these two Croft supporters would get separated. Aren't you what?

as big as it would go. Make the cylinder as big as possible and run everything else stock."



THE LATEST

Moto-fashion is always undergoing radical shifts and changes. The nylon vented jersey was considered to be chic not long ago, but now it is gauche (except on the hottest of days). Steve



Just a couple of helmets for those hard-working guys over at Team Suzuki.



The picket sign was courtesy of Jim Weinert.

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- #00-0011 "Expert" YZ-125D, E..... 110.00
- #00-0012 "National" YZ-125D, E..... 195.00

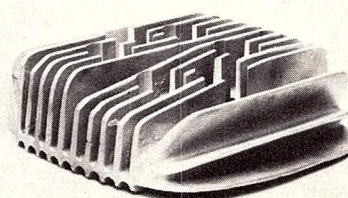
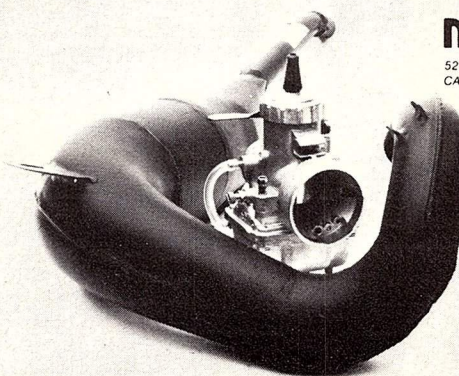
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- #50-1902 Suzuki RM Tuning Manual.....\$5.95

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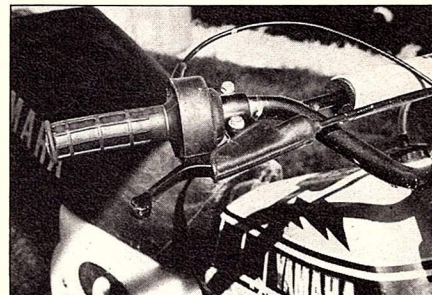
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Dirt

Wise and Pat Richter showed up in Texas last August with 100-percent cotton jerseys, which they said were cooler. Suddenly everybody switched to cotton and cotton blends. This year Bob Hannah began the season wearing a long-sleeved jersey made out of T-shirt material. It is extremely light, cool and colorful. It will be marketed soon.

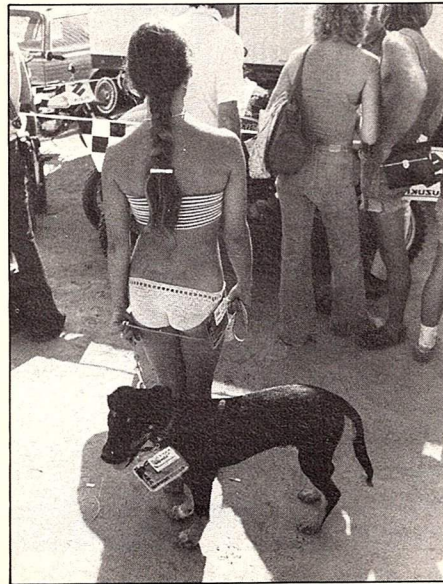
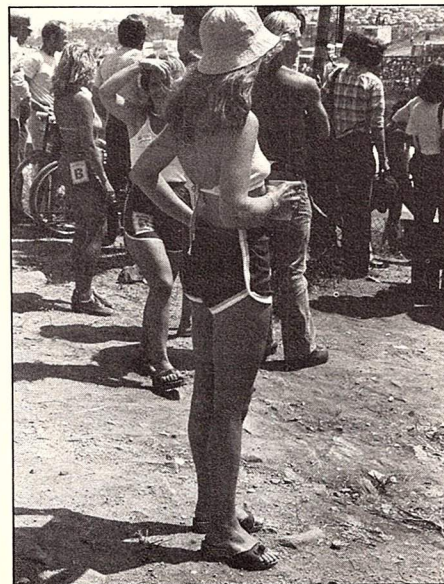
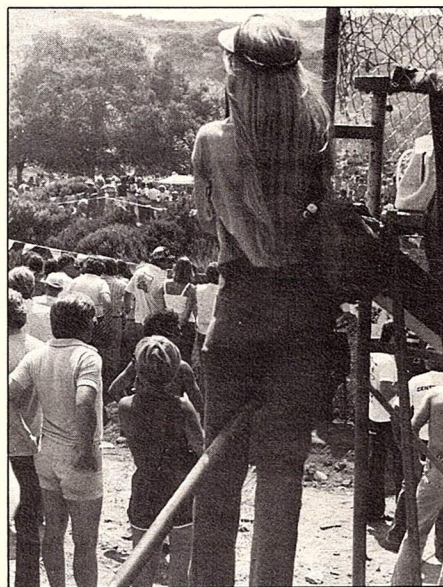
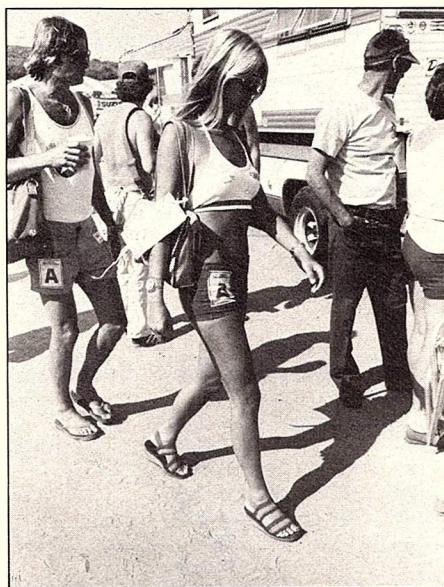
MECHANICS' CONTINGENCY

JT Racing is giving bonus money to the mechanics of winning riders at the Nationals. All the mechanics have to do is use JT britches, sign boards or other nifty items.



HANNAH'S GOT A SHORT ONE

While Hurricane Bob Hannah has been laying waste to the 250 National class, some of the other riders have been getting a bit suspicious and started



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checking out his factory OW Yamaha to see if Bob's got some super-secret race mod that's helping him roost all over the competition. What they noticed was Al Simon of Gold Belt fame giving Bob these "trick" new "De'Handlers" levers, which are shortened versions of regular Magura-type dog-leg levers. The new levers allow two-finger brake and three-finger clutch operation, and have Hannah so jazzed he's smoking everyone's drawers off. The levers will come in a choice of colors as long as it's red, black or yellow, and should retail for \$8.95 a set. Also used and endorsed by Roger DeCoster, the trade name "De'Handlers" is a combination (albeit a poor one) of the RD's and Hurricane's namesakes. For the long and short of it contact Sun Line Inc., 8572 Melrose Ave., Los Angeles, California 90069.

□ □ □ □

ON CLAIMING

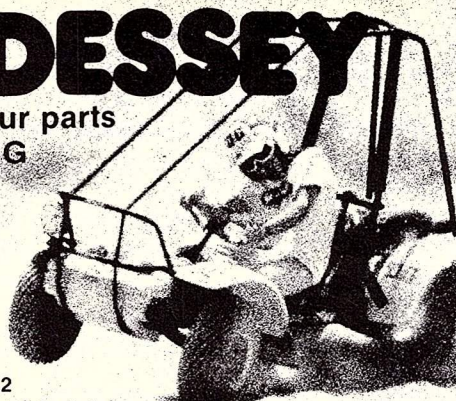
The current AMA rules for claiming motocross bikes in professional competition are actually different than past interpretations. The price has been raised since the claiming controversy of 1976, but for exotic works bikes it is still a bargain: \$3000 for a 125, \$3500 for a 250 and \$4000 for an Open class bike.

Any rider who is entered in the same event can claim any of the top three motorcycles in that event. Cash, certified check, cashier's check or bank draft must be handed to the referee within 30 minutes after the drop of the checkered flag. If the check is handed over at 29 minutes and 59 seconds after the end of the race no other claims may be entered, except one claim by the rider of the claimed machine. In the past teammates and other riders have entered claims to try and protect the factory bike, but after the 30-minute mark only the rider of the claimed bike is allowed to enter a claim. A drawing is held between the claimants to see who gets the bike.

The claiming rule is there to protect the privateer. Theoretically it stops the factories from entering \$10,000 or \$20,000 one-off exotic prototypes. It keeps the competition, at least on a machinery level, almost equal. But it only keeps it equal if the claiming rule is actually used.

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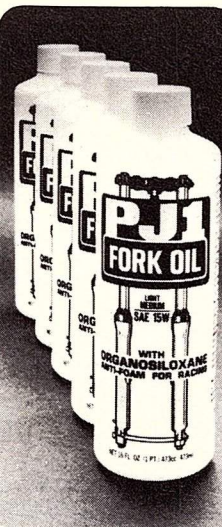
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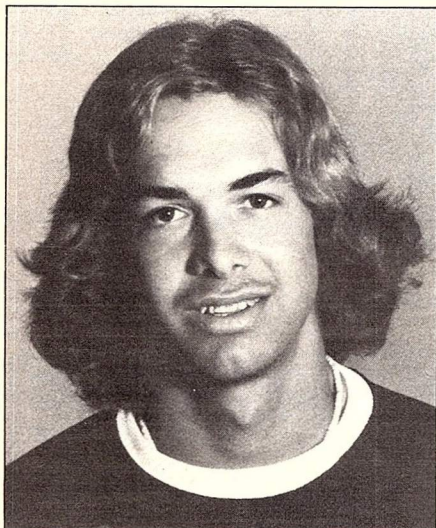
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Mail Entries



MARTY SAYS THANKS

Dear MXA,

I would like to thank you for having the Rider of the Year contest and also thank everyone for taking the time to mail in their coupons. It was a privilege to be a winner this year. Being in the hospital and getting your call to say that I had won the R.O.Y. award gave me a real boost. Thanks again.

Marty Smith
San Diego, California

FRENCHY MECHANIC

Dear MXA,

Can you give me information about mechanics' schools in the U.S.A. and about the exam certificates which exist? I'm 19 years old and it's been three years that I've read MOTOCROSS ACTION (I'm unsatisfied with French dirt bike magazines). I will spend next year in the U.S.A., from August 1978 to 1979, and I want to learn to be a mechanic.

Jouy Olivier
Mons-en-Montois 77520
Donnemarie-Dontilly, France

SPONSOR, ANYONE?

Dear MXA,

I am at present a resident of N. S. W., Australia, and currently am planning a visit to the U.S.A. to ride motocross. Over here I am classed "A" grade, which is the same as Expert class. I currently ride an RM400 for a metropolitan dealer. I have letters of ability and recommendation from Bel-Ray Australia and Frank Matich Ltd.

(Bell Helmets), as well as the Auto Cycle Council of N.S.W. At 21 I would like to ride elsewhere in the world and would greatly appreciate any help possible from anyone interested.

Murray Wicks
Terrigal 2260, N.S.W., Australia

NOT ENOUGH SUZUKI

Dear MXA,

You guys at MOTOCROSS ACTION don't give enough credit to the Suzuki team, its bikes and riders. I would like to see an article on the RM125s and the RM250s and their riders. How about an article with the bikes of Tony DiStefano and Roger DeCoster?

Ray Mustin
Houston, Texas

DISGUSTED

Dear MXA,

This is really disgusting. Team Yamaha doesn't know how to spell. In your June, 1978, issue, page 14 in the Mail Entries section, the picture of the pit board says "Let Brock Bye 1 lap." Those boys should know how to spell by. As I said, that's disgusting to know Team Yamaha can't spell. I think they should be sent to school.

Phil Gallow
Scotts, Arizona

WHICH IS BETTER?

Dear MXA,

Most of my friends own Japanese bikes. They think they are better. I say European bikes are better handling and faster. What do you say?

Chris Otcsek
Ft. Lewis, Washington

HANGING ON

Dear MXA,

In regard to your article "Paper Training," I have an idea to share with you. Rather than buy high-priced grips, that won't stay on, I buy bicycle grips at half price. They seem to work just as well.

Bart Minutella
Northridge, California

UP OR DOWN?

Dear MXA,

I recently purchased an RM250, and was wondering if it would hurt to slide the forks down. I weigh 120 pounds, and was interested if they would bend if

I landed too hard. I was thinking of moving them down approximately one inch.

Jammin' Jerry
Carthage, Missouri

(It won't hurt.)

BUILT TO GO

Dear MXA,

I'm the owner of a new 1978 MK II 370 Bultaco Pursang. I thought you guys were on the ball — every time a trick new bike comes out you guys test it. What's wrong with the new Bul? You guys haven't even said a word, let alone tested one.

Bultaco Joe
La Habra, California

CLOTHES MAKE THE MAN

Dear MXA,

I'm interested in the Suzuki shirt and pants on the last page of the back cover of MOTOCROSS ACTION. Could you send me information about that shirt and pants?

Tim Shand
Saugus, Massachusetts

(OK, Tim, got your pencil ready? The shirt and pants are Suzuki accessories and should be available from your local Suzuki dealer.)

WANNA TRADE FOR FALTA'S CZ?

Dear MXA,

I'm an amateur motocross racer. I'd like to swap Czech gear or souvenirs for some of the gear you advertise or issues of your magazines, as well as with other readers in the U.S. or Western Europe. How much would it cost to subscribe to your magazine, and where should I apply?

Josef Vancura
Lbin 12,
415 02 Teplice, Czechoslovakia

DG FOR YOU TO SAY

Dear MXA,

Everybody talks about their trick DG bicycles, and performance kits. I've never known what DG meant, can you help me out?

Kelly Leahy
San Diego, California

(DG stands for Damn Good or Doesn't Go, depending on whether you ask Dan or Gary.)

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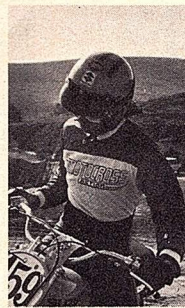


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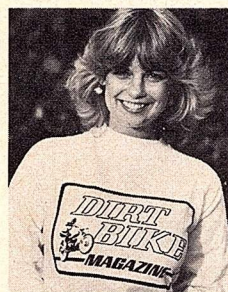


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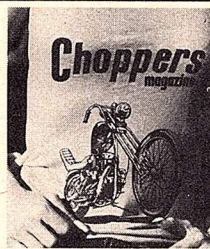


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- L-15 KEEP ON TRUCKIN
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- M-172 THE DEVIL MADE ME DO IT
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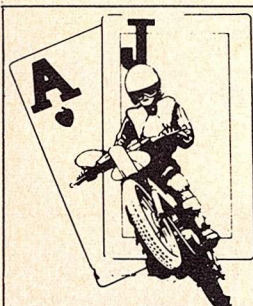
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By Al Baker

17 INCHES DOESN'T EQUAL 23 INCHES

With the current publicity about the 17-inch Sun-Trelleborg combination and the 23-inch DG front wheel outfit, I was wondering what the outcome would be with both mounted on one bike. How would it handle? How much would the traction improve? Also, I plan to buy, in the very near future, either a Yamaha YZ125D or Suzuki RM125B. My problem is, I can't decide which is better. Which is more reliable? Also, which do you feel has the best potential to compete with the new '78 models?

Steve Kaczmarek
Swanton, Ohio

The new 17-inch rim-tire combination is unbeatable in my eyes. I've tested and raced with the 17-inch setup and now refuse to switch back. Whenever I ride a bike with an 18-inch wheel, I say, "Where'd the traction go?" A 17-inch setup is well worth the bucks. As far as the 23-inch wheel goes, forget it. The only advantage the 23-incher offers is in deep sand whoopedos. The large-diameter wheel will cover more area in a hole and prevents the tire from sinking

down too far, although when turning, you'd better plan on using left field. On the majority of today's MXers, the 23-inch tire will just touch the fender when bottoming out, thus restricting you from raising up the tubes in your crowns to correct for pushing out your rake. Your rake was extended when the axle was pushed up one inch when the 23 was installed. Consequences are not promising, as potential fork travel is limited, plus the steering is defunct. If you're planning to purchase a used 125, I've got to say we had fantastic reliable results with all our '77 Suzuki 125Bs. Most important is that they're nearly as quick as the '78 Cs.

RM250C SHOCK CHOICE

I am the proud owner of a Suzuki RM250C but don't like the stock shocks. I can't afford Fox Airshox, so I need your help.

What are the best shocks I could buy for my bike that would be in the price range of about \$150 a pair? Please let me know what your first, second and third choices would be for me.

John Semken
Price, Utah

If you think about it, \$150 is a lot of money for shocks. At least for most people it is. But if you've got the hot little bills in your hand, first I'll have to suggest you buy S&W 16-inch Freon shocks with a 75/155 dual spring setup. S&W's FE setup sells for \$115 with springs. Second choice are Curnutt's new gas shock with his progressive spring. Retail cost of those are \$110 to \$112. My third choice is a toss-up between the Arnaco and Works Performance shocks. Both sell for approximately \$130 to \$140.

THREE-DIGIT PRO NUMBERS

I bought some custom numbers like Tony D's but there's one problem. I have a three-digit number which is pretty hard to fit on stock RM100 number plates. I saw a product called "Natural Number Plates," which was undyed plastic which fits to the bike to remove bumps and bulges, but I can't find it anywhere. Do you know of any oversized plates (side) or of the "Natural Number Plates"?

Jeff Anagnos
Red Hook, New York

Forget the oversized plates. Fancy Tony "D" Pro Style numbers are now available in a medium size. The new numbers were specifically designed for three-digit guys like you.

PENTON UPDATE

You seem to know (from your articles and racing success) more about bikes than anyone who writes on the subject.

Sooo — I'm 43; five years ago or about the time the movie *On Any Sunday* came out, I got the bike bug. Bought a 125 Penton (that was the bike then), then a '74 250 Penton (black engine) — went to Tibblin's School and really got stoked. Rode much MX mostly in the Old Timers class — got hurt knee — out for almost two years.

Anyway, still have my 250 Penton — only has about 20 hours on it. I like the bike and it still seems to run with the pack, but the suspension, of course, is obsolete. Is there a practical way to update the suspension? I was thinking about new forks — replacing the air box and modifying the frame like the new KTM and putting on new shocks.

Dave Franceschini
Crows Landing, California

You must realize that your frame design will not let you extend your travel much over what you have now.

If you were to modify your rear suspension to the latest design, you would have major problems, starting with your rear brake geometry, chain tension, center of gravity and even your main chassis, as it wasn't designed for any extreme mechanical advantages. What I'm trying to say is that it's not advisable to make any radical changes in your '74 250. But, it is advisable to update it to '75 250 specs. This consists of not modifying your present swingarm, but purchasing a '75 arm. Retail cost is about \$60 and your shock mounts will be professionally anchored right where you will want them. The price of the arm also includes new needle bearing bushings, which you are probably needing by now.

Highly recommended are S&W 14.25-inch Freon shocks, LL series.

Mounting the shocks in the furthest-most laydown position, a rider weighing approximately 160 pounds would use a 65-pound spring. Total travel should amount to approximately 7.5 inches. The rear modification will raise your seat one inch, thus making the steering a bit quicker. The answer for that is to purchase a set of '75 250 Penton damper rods and a new pair of S&W progressive fork springs.

The advantage is another inch of travel, totaling eight inches, and a "plusher" ride as the damping is changed. The modification is safe, as slider engagement is still plenty. Recommended is PJ-1 fork oil.

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SUZ TM250/400	'73-'75	dn	63.36
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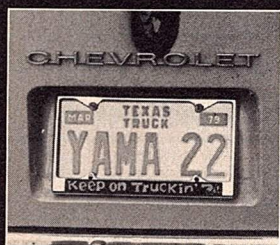
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Tricks From The Trade



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There are two ways to get yourself a sano personalized license plate. One is to get signed up for a hitch in the slammer. There you will get to make plates to your heart's content. The second way doesn't have the sense of adventure that the first does, but it works better because you will have access to a car. Go down to your Department of Motor Vehicles and request information on personalized license plates. For a set fee the State will sell you what ever you want. Take a B&W pix and send it to us. If it is a hot motocross plate it will run somewhere in this quality mag. For more info contact the State Penn or the Dept. of Motor Vehicles.



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"All my men wear big knobbies or they wear nothing at all!" says lovely Petrina Pushover. She especially likes the large 5.00x17 recapped knobs that are available from Moto/Tac, manufacturer and distributor of Reid's Super Cap recapped knobbies. Suggested retail price for the 5.00x17 recap is \$24.95. For all of you who like to advertise your preference, the "Big Knobby" T-shirts are also available for an additional \$5.95. Either way you'll be able to grab a handful. Moto/Tac, P.O. Box 12762, Dept. MXA, Salem, Oregon 97309; (503) 399-7899.



A REMOTE RESERVOIR

Could be where Jimmy Hoffa's hiding, but more likely it's a new shock from Trickit. Number 1 Products has shocked the competition by introducing the new "RS" remote reservoir gas shocks, available with a complete selection of straight-wound and progressive springs in high-quality chrome-silicone wire with a black epoxy finish. The "RS" shocks are put on a dynamometer and each pair is carefully matched at the factory. Retail price for the shocks is \$99.95 a pair including springs. If you can't find them at your local dealer, try contacting Number 1 Products, 4931 N. Encinita Ave., Dept. MXA, Temple City, California 91780.



HELP SPREAD VD OH!

If you've ever had a close encounter of the worst kind you might not think this T-shirt is all that humorous. But keep your pants on (you should have done that in the first place). I mean, it's a joke, you know? VDO are the motorcycle speedo people and they thought it would be a good idea to come out with a silk-screened T-shirt proclaiming "Help Spread VDO." If you're interested in spreading a little (the shirt that is), send \$4 to VDO, 980 Brooke Road, Dept. XYZ, Winchester, Virginia 22601.



REMEMBER CYCLOPS?

If you're up on your comic book characters, you might remember a merry band of super heroes known as the X-men. The moodiest of them was this guy known as Cyclops. He was always having to wear X-ray glasses to keep these gamma rays that kept zapping out of his eyeballs from DNF-ing everyone around him. Well Cy, if you happened to pick up this issue and have gotten this far without disinte-

grating the page, these goggles from Carrera might interest you. Designed as a compact ski goggle, they are also quite handy for blocking out deadly gamma ray radiation and could improve your social acceptability tremendously at parties. Approximate retail price is \$40. For more info, contact Chris McNaney, Carrera, Int., P.O. Box 2, Dept. MXA, Norwood, New Jersey 07648; (201) 767-9024. Nuff said.



JUST WHAT DOES DG STAND FOR?

Motherhood, the flag, apple pie and motocross are a few of the things the fine folks over at DG stand for. What they won't stand for is someone revealing the secret of the cryptic DG logo. Does Ronald tell Jack what's in the secret sauce? DG is destined to rank up there with WFO in the hallowed halls of speculation and rumor. For \$75

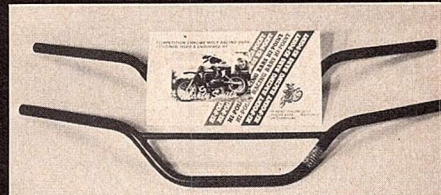
they'll sell you their new DG team helmet with the same distinctive DG logo as worn by Bob Hannah (he knows the secret). If you can't afford the helmet, send \$2.50 for the helmet decals and be sure to ask them for the secret to the DG mystery. DG Performance, 1170 Van Horne Rd., Dept. MXA, Anaheim, California 92806.



EYE-OPENER FROM OAKLEY

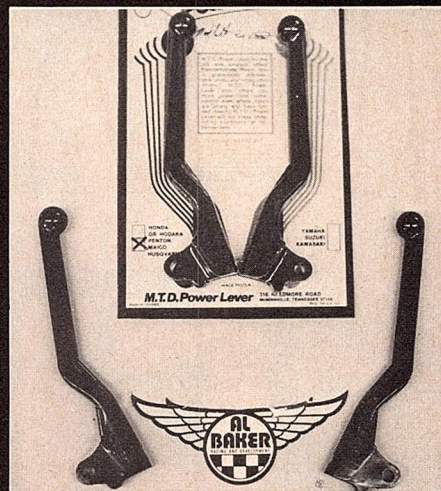
The same folks that make the sano Oakley handgrips are coming out with an equally sano-looking goggle. The new sight-saver is said to have increased peripheral vision and greater comfort through "correct distribution of goggle loading points." Adjustable flow-through venting and optional face mask

are also planned. The face mask attachment is designed so that it can be used as a full-protection mask or cut to "half mask" for use with a mouth guard. For more information contact Oakley Products, 800 S. Palm Ave., #1, Dept. MXA, Alhambra, California 91803; (213) 799-1997.



SMITTY DID IT!

So did Bob Hannah, Jimmy Weinert and Danny LaPorte. What did Marty Smith and the rest of those guys do? Well, we can't tell you about the two girls and the anaconda snake in Grand Rapids. But we will let you in on the fact that they all helped design, use and endorse Hi-Point Racing Products' new line of chrome moly racing bars. See if you can lay Marty's bars over as far as he's able to. Available from your local dealer or write: Hi-Point Racing Products, 3709 W. Erie Ave., Dept. MXA, Lorain, Ohio 44053; P.O. Box 2327, Dept. MXA, Amarillo, Texas 79105; 9604 Oates Dr., Sacramento, California 95827.



LOTTA PULL

M.T.D. Power Levers are guaranteed unbreakable under any riding conditions. That seems to be a pretty impressive guarantee, and they say they've tested the levers under riding conditions of 50 degrees below zero. So the levers have probably outlived several test riders at least. These levers have the Magura-like bend for more power and better control. Used by Marty Smith and Rex Staten on the National MX circuit, they're available for most popular makes of cycles. They come in either red, black or yellow. To get a set write Al Baker, P.O. Box 1492, Dept. MXA, Apple Valley, California 92307.



BEL-RAY **UNITED STATES GRAND PRIX** **SOO GRAND PRIX OF** **CHINA?**

America eats rice again

By Jody Weisel

□ "Hello, Popular Dirt Bag Illustrated, can I help you? Oh yeah, Mikkola won, Herbert Schmitz was second. Schmitz, S-C-H-M-I-T-Z. He's a German. That's right, on a Maico. Mike Bell was third overall and first American.

"Lackey threw a chain in the first moto, but got a second in the second moto. No, Hannah took the day off. Roger scored a second in the first moto, but crashed out of the second moto. It is too bad. No, Wolsink finished 18th. I was surprised too.

"Let me see if I can remember. Mikkola, DeCoster, Wolsink, Schmitz, Hakan Andersson, Andre Malherbe, Jaak van Velthoven, Graham Noyce and Andre Vromans. Vromans, V-R-O-M-A-N-S, he's a Belgian. No, DiStefano didn't ride, neither did Pomeroy.

"I guess it was about 80 degrees. Bigger crowd than last year. My other phone is ringing. I gotta go. OK, one more question, but make it quick. No, the ABC helicopter didn't crash!"

The 1978 United States Grand Prix at





Carlsbad reminded the fans of Chinese food. An hour later they were hungry again. What happened at Carlsbad was not satisfactory to the over 30,000 sun-drenched moto-fans who lined the hills to watch the intercontinental duel. They did get to see the highly advertised Mikkola versus Lackey showdown, but only for one moto. And to make matters worse, Mikkola won the abbreviated

bout. They did see two new Europeans, Andre Malherbe and Andre Vromans, but they were back in 11th and 22nd places. They got to see a little bit of everyone, but almost everyone DNFed one moto, including DeCoster, Wolsink, Marty Smith, Brad Lackey, Jim Weinert, Rex Staten, Danny LaPorte, Terry Clark, Vromans, van Velthoven and Gaylon Mosier.

★★★★★

THE AMERICANS

New faces keep us in good graces

□ The Americans might as well have been nicknamed the No-Name defense. It is an undeniable fact that year in and year out the American motocross circuit becomes increasingly faster and tougher. It is unlikely that any of the top European riders would do very well in the American National Championships, save DeCoster and Mikkola. And yet with the fastest motocrossers in the world, we have yet to win our own 500cc USGP. Each year 30,000 people, ABC Wide World of Sports, every camera and semi-clad girl on the coast trek to the scrub-brushed hills ten miles east of the Pacific Ocean. They come like lemmings to the sea to watch the *Great American Hope* challenge the Europeans. And each year they are sent packing into their four-wheel lemming-like automobiles into the endless sea of traffic unsatisfied.

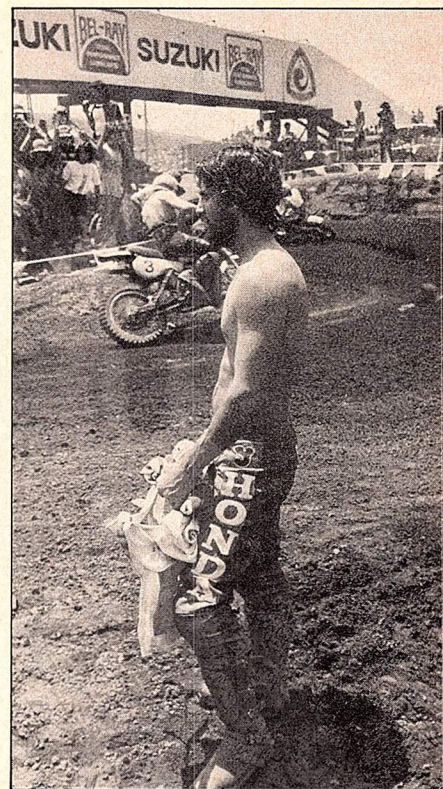
The Americans choked. Suzuki, Honda, Yamaha, KTM, Husky and Maico paid good money to send professional motocrossers from towns with names like San Diego, Pomona, Big Sandy and Los Angeles out to get stage struck. Put \$75 down at a local race and these guys could chew the foreigners up and spit them out. Call it a Grand Prix and it's *after-you-Alphonse*.

Each year a young American rises to the occasion and puts in the ride of his life to uphold the national honor. This year it was lanky Mike Bell and his teammate Rick Burgett. Last year it was Gaylon Mosier, before him Tommy Croft, before him Rex Staten. Bell is a talented young rider who is coming into his own this year. He is not afraid of anybody, and operates under very few illusions about motocross stardom being any more meaningful than your results from last Sunday.

Rick Burgett rode harder and faster than any other American except Mike Bell. Rick always rides hard and fast,

but this time he didn't fall or break down. His fifth and ninth place finishes gave him fourth overall. With that kind of placings he is stealing the fourth place money, but nobody else tried to take it from him.

The Americans scored third, fourth, fifth, sixth, seventh, ninth, 12th, 13th, 14th, 15th, 16th, 17th and 19th. If you think that is a very gallant showing, let's read their names off in order: Mike Bell, Rick Burgett, Gary Semics, Tommy Croft, Frank Stacy, Brad Lackey, Kenny Adams, Wayne Boyer, Danny LaPorte, Mickey Kessler, Terry Clark, Mike



Brad Lackey tossed his chain into the new unbreakable chain guide, and spent the rest of the first moto with the best seat in the house while his mechanics tried to break the chain free.

McIntosh and Rex Staten. Over 50 percent of those riders are privateers. Some are relative unknowns, some are total unknowns and only a couple are big guns. They did a hell of a job. Imagine what would happen if the big guns showed up and tried!

The American effort was diluted by a confusing rule that made it appear that riders who were signed up to contest

the 250 and 125 National Championships couldn't race the 500 Grand Prix. In fact they could, as Jim Weinert and Gaylon Mosier proved, but many riders didn't try to enter. Some didn't want to ride. Others rode and did nothing.

It was a hot day. It was a hard day. Nobody likes to lose, least of all 35,000 spectators who keep waiting for the inevitable (or is that impossible).

★ ★ ★ ★ ★

THE EUROPEANS

The Heikki and Herbert Show

□ The Europeans might as well have been nicknamed the Over-the-Hill gang. The rag-tag assemblage of riders who flew across the Atlantic with crated motorcycles and visions of World Championship points were old enough to be most of the fans' uncles. Four of them were over 30. The USGP is a luxury item for the Europeans. If you are running eighth in the World standings, and being pressured by the guys all the way back to 11th in the points, then you scrape up the money or support to come to America. It takes 40 men to make a Grand Prix race, but only ten Europeans show up in the United States. Those who do get a bonus shot

at 30 GP points over those who stay at home in Sittendorf, Paris or Oslo.

Jaak van Velthoven made no mistake about his intentions as he sought out an AMA official at sign-up and immediately began suggesting that American riders should not be allowed to earn GP points. "It is very hard for us to spend all this money to come here. We cannot do well. The American riders should not get points unless they ride two-thirds of the Grands Prix," said big Jaak.

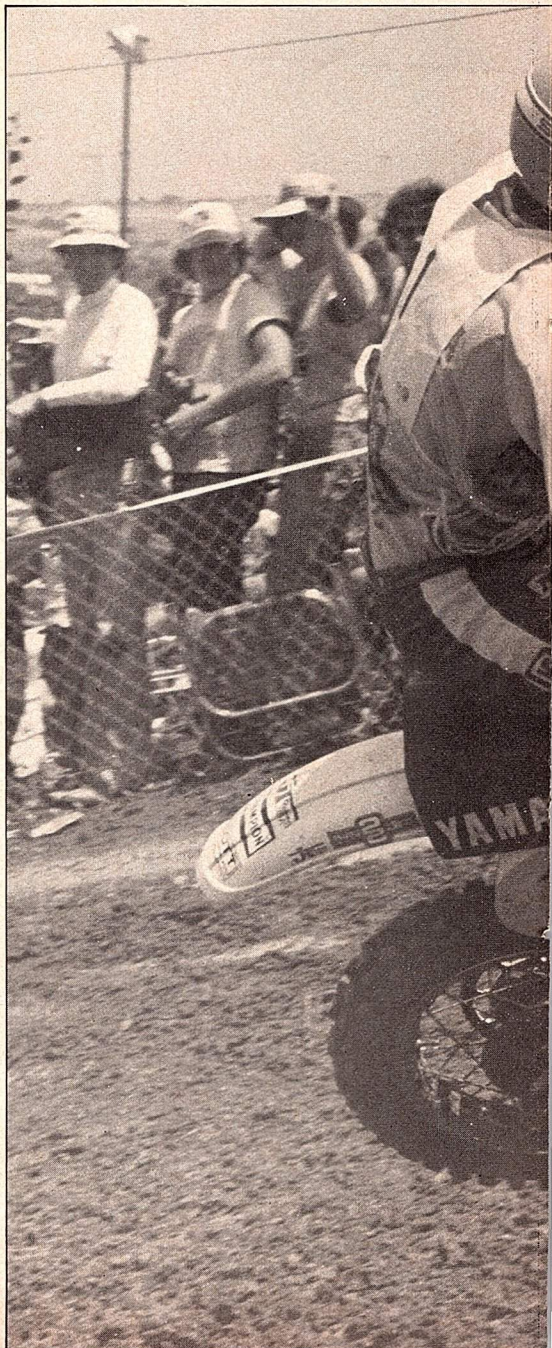
Hakan Andersson flew in and brought with him a factory Husky and an injured hand. He got no GP points for his 13-13 finishes. Jaak van Velthoven earned only the most meager amount of points

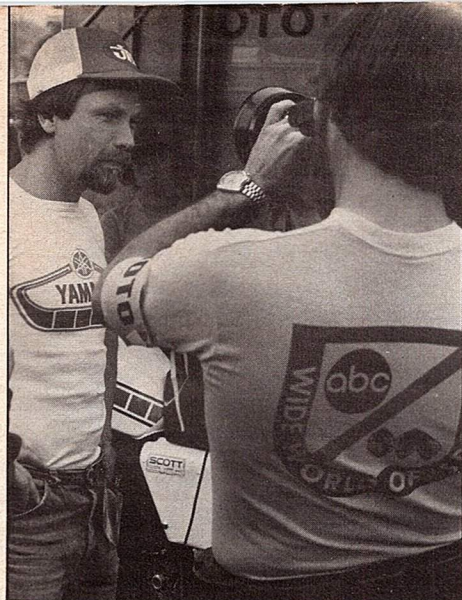


The first time Herbert Schmitz came to the USGP he was on a 370 Puch. The last two years he rode Maico. He almost won.

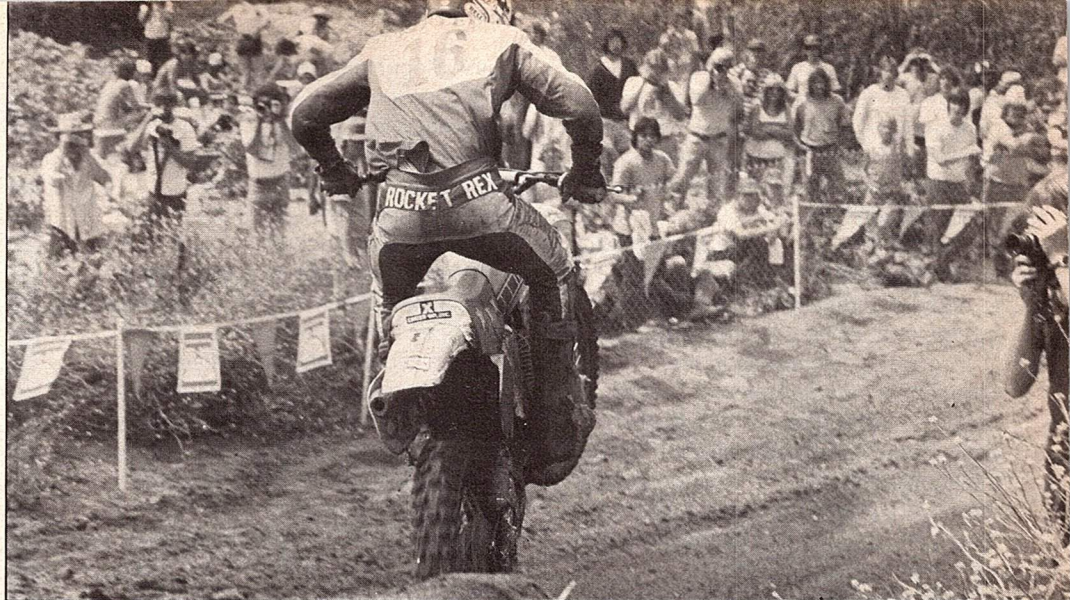


For the second year in a row Roger DeCoster went 2-DNF. Here he picks it up after a second-moto boo-boo.





Each year the world gets to see a much more personable Heikki. Wide World of Sports even got him to smile.



Rocket Rex Staten drove DeCoster crazy in the first moto until he seized. In the second moto he fouled a plug. When the engine ran the Rocket was A-OK.



For the second year in a row Heikki Mikkola tied for the win, but this year he got the cash.

with his 8-DNF placings. Four-time winner Gerrit Wolsink was only marginally better with his 7-DNF. The aging Europeans did only a little better than the young Europeans. 32-year-old Heikki Mikkola won, by tying on points with 24-year-old Herbert Schmitz of West Germany. The two youngest foreigners, Graham Noyce and Andre Vromans, finished 21st and 22nd.

It came as no surprise to the Europeans that the Americans were faster than they were. At the start of each moto the Europeans held most of the good positions. In the second moto there were eight Europeans in the first ten on the opening lap; by the end there were only three in the top 12.

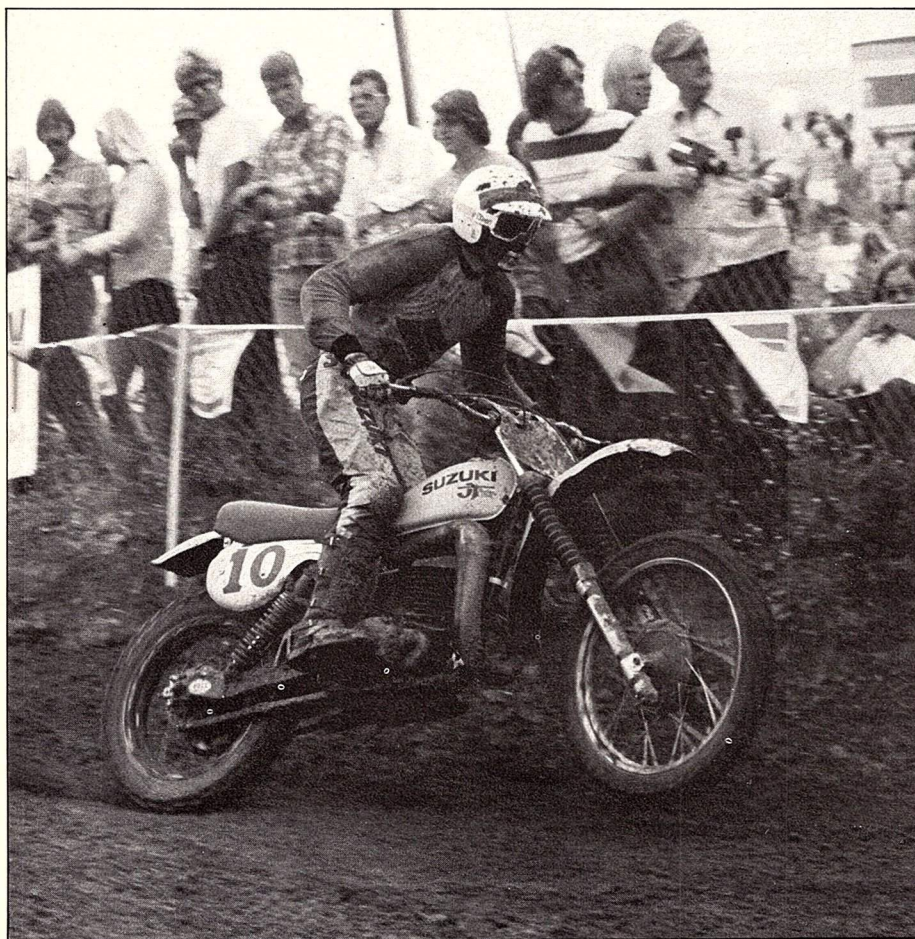
Roger DeCoster was not happy. But Roger is never happy at the USGP. Whether there are forces at work that conspire to keep him from winning is unknown, but the fact that Roger believes there are is undeniable. Roger finished a strong second in the first moto, but came in complaining about the riding style of Rex Staten. Staten led the first moto with Roger hot on his tail. Rex's riding style is wild, even ragged, but it is fast. Roger's riding style is smooth, totally relaxed, and even

faster. Roger was irate that Staten used his brakes too hard, too soon, and was unpredictable. For Roger the predictable happened and he crashed while running second to Rocket Rex.

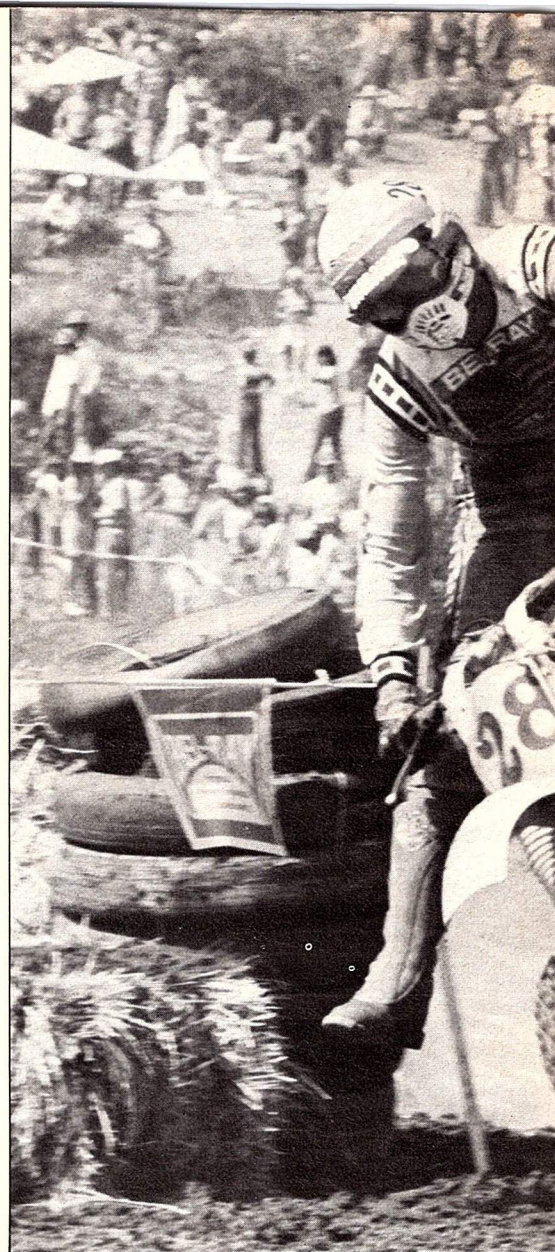
DeCoster spent the rest of the moto fighting his way back up to second. Rex seized soon after the R.D. crashed, so there is little doubt that Roger would have been in front from early on.

In the second moto Roger stalled his motor while running fifth. Gerrit Wolsink ran into the back of Roger and Danny LaPorte ran into the back of Gerrit. All three dropped out of the race later on with various problems.

Gerrit was the odds-on favorite to win. He had the Carlsbad track wired, as his four consecutive wins in a row prove. But this Sunday was another story. The first moto did not go well for the Dutch dentist. He was up as high as fifth after getting a poor start, but he couldn't get untracked and running at his regular Carlsbad pace. Danny LaPorte came flying through the pack and passed Gerrit, pushing him back one more. Then Heikki passed him and he ended up seventh. LaPorte was hot, and quickly moved up to third place and began to close the gap on Roger



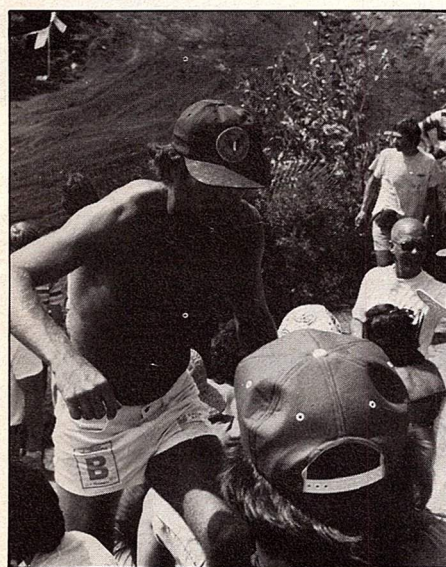
Belgian Andre Vromans was the newest European. He was friendly and easygoing, but couldn't fathom the Carlsbad terrain.



Tony DiStefano tried to avoid being mistaken for a rider. His trick shirt kept him from being too Dee-jected about his injured knee.



First American, Mike Bell (28), dangles his over six feet of flying form inside of a controlled Hakan Andersson.



Jim Pomeroy hot-foots it up into the stands to watch the second moto. Pomeroy was asked to ride, but Honda didn't have enough RC400s.



Danny LaPorte was the fastest American in the first moto, but a sheared countershaft sprocket forced him to push across the line and collapse for sixth place.

DeCoster in second. On the last lap his countershaft sprocket sheared its splines off and he coasted back to sixth at the finish, still ahead of Wolsink. The countershaft sprocket was off an RM model. The trick works bike sprockets had been taken off and given to Roger and Gerrit. If Danny thought he had been hot on the track, he soon found out how hot they were in the pits. He received a lecture about passing Gerrit and almost catching Roger.

Herbert Schmitz and Heikki Mikkola were totally different stories. Heikki was parked in the far corner of the pits and

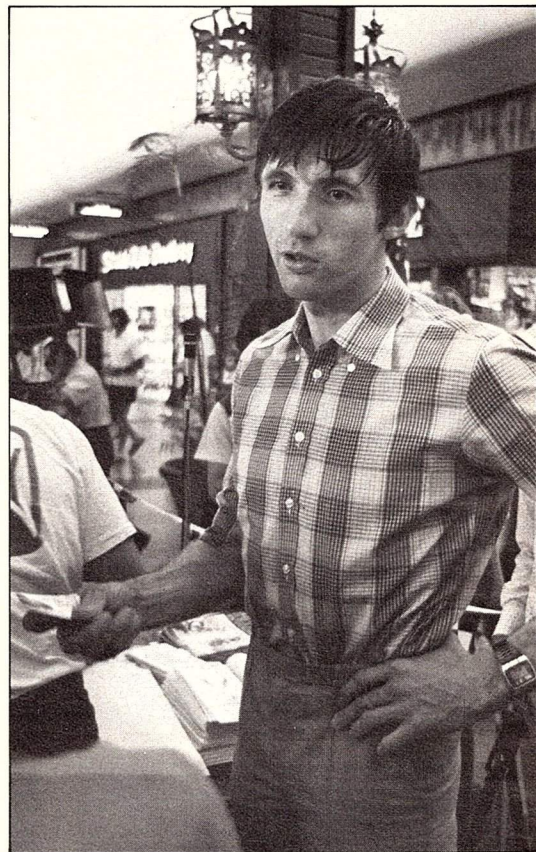
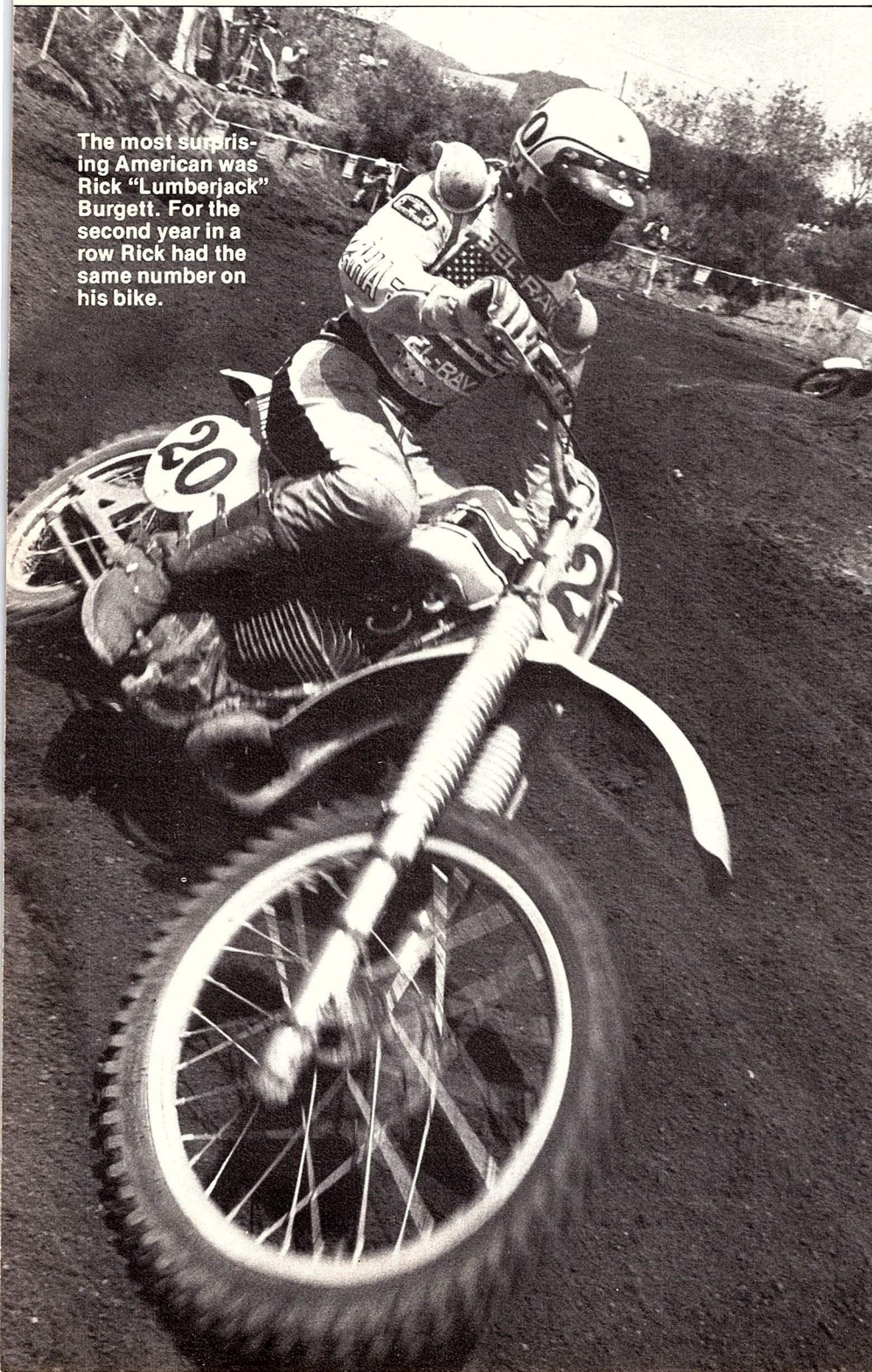
kept pretty much to himself. Herbert Schmitz was parked in the center of the pits and no one really bothered him at all. Most of the people didn't know who he was. Schmitz won the first moto with a strong and masterful ride. He bided his time until he got the lead and then he stretched it out. Nobody at Carlsbad knew who he was, many didn't know he was winning and some still don't.

Heikki never did get turned on in the first moto. He was sluggish from the start and got passed by a couple of young Americans, most of whom were more surprised than Heikki. But when

the last ten minutes of the race came rolling around, Heikki had kicked out the jams. With one lap to go he had closed the gap on LaPorte, who up to that time had been the fastest thing on the track, and passed for third when LaPorte's sprocket went south. If the sprocket hadn't sheared it would have been an A-One battle at the finish line.

In the second moto it was Brad Lackey and Heikki all the way. Brad started his move at the 30-minute mark. Heikki blocked every attempt and countered every thrust that Lackey could make. Brad was bad, but Heikki

The most surprising American was Rick "Lumberjack" Burgett. For the second year in a row Rick had the same number on his bike.



Jaak van Velthoven would like to have the Americans banned from earning points on the GP circuit.

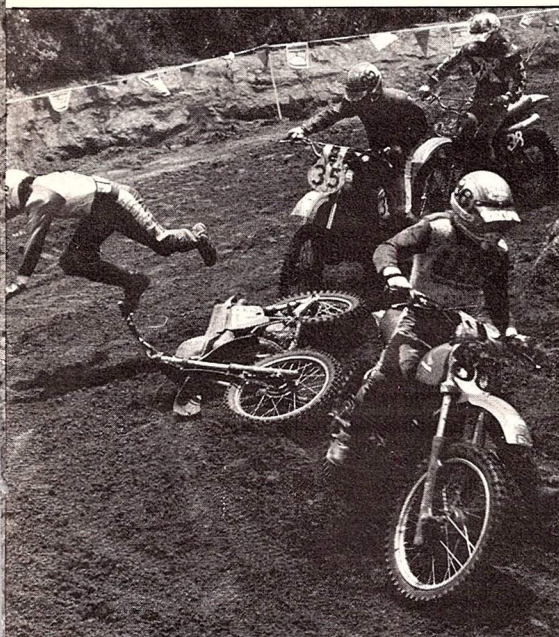
UNITED STATES GRAND PRIX RESULTS

1. Heikki Mikkola, (Yamaha) 3-1
2. Herbert Schmitz, (Maico) 1-3
3. Mike Bell, (Yamaha) 4-5
4. Rick Burgett, (Yamaha) 5-9
5. Gary Semics, (Can-Am) 10-8
6. Tommy Croft, (Honda) 9-10
7. Frank Stacy, (KTM) 12-11
8. Hakan Andersson, (Husqvarna) ... 13-13
9. Brad Lackey, (Honda) DNF-2
10. Roger DeCoster, (Suzuki) 2-DNF
11. Andre Malherbe, (KTM) DNF-4
12. Ken Adams, (Maico) 16-14
13. Wayne Boyer, (Suzuki) 18-12
14. Danny LaPorte, (Suzuki) 6-DNF
15. Mickey Kessler, (Yamaha) 15-16

was the baddest. Somebody had to make a mistake. Heikki made no mistakes. Brad made no mistakes. But with two laps to go Heikki kicked it into overdrive and went away. Meanwhile, young Herbert Schmitz was running a solid third. Had Brad passed Heikki, Schmitz would have won the USGP and become a household word. Instead, Brad pushed Heikki so hard that even though Mikkola and Schmitz tied with 3-1 and 1-3 scores, Heikki won because he had been forced to the fastest overall time.



Maico-mounted Darrell Schultz smoked the first moto of the 250 Support class, beating factory riders like Ellis, Reid, Wise, Sun and Zahrt. This kid is gonna be a star.



Jimmy Ellis won the Support class over teammate Warren Reid. It was exciting. Marty Moates pirouettes in front of Jeff Jennings and Rick Blackwell. David Taylor (86) holeshot both motos.

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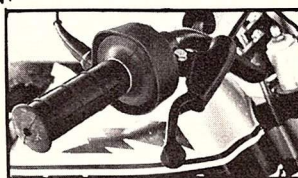
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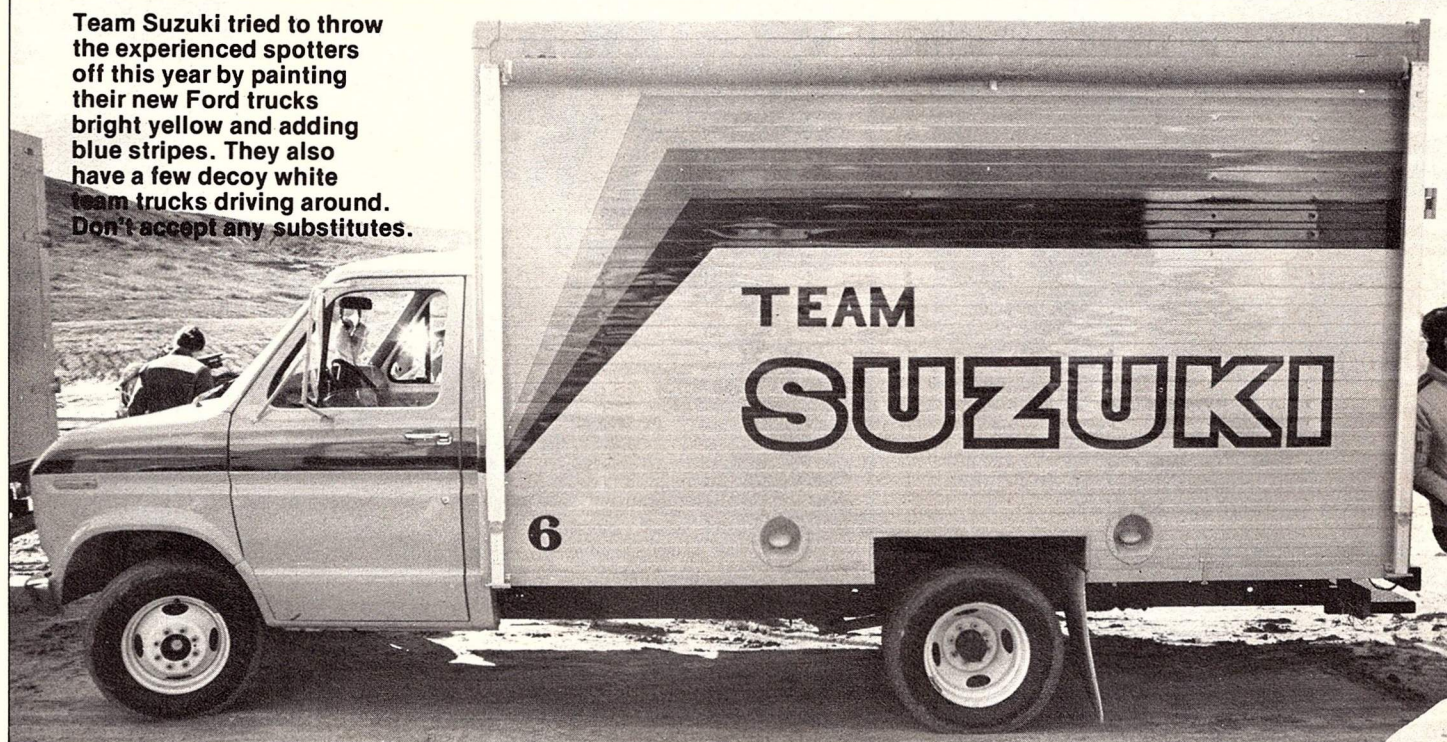
TEAM

Cars of the stars

□ Burning the midnight oil for a factory mechanic means getting his worn-out Dodge KaryVan or Ford Box van down the highway late at night. The National motocross circuit criss-

crosses the country from Seattle to Daytona and back again. The zoot-capri factory shoes let some airline move their tail to get them from location to location, but for the mechanics and bikes it is a different story. The mechanic's throne room is the cab of his van. Stretched back in the seat with the cruise control activated, the stereo tape deck boomin' out Pablo

Team Suzuki tried to throw the experienced spotters off this year by painting their new Ford trucks bright yellow and adding blue stripes. They also have a few decoy white team trucks driving around. Don't accept any substitutes.



Yamaha normally provides a separate truck for each rider on their team. The Dodge Sportsman is white with black lettering.



Husqvarna yearns to be different with their Carry-All truck. The space inside is much greater and allows Husky to carry more tools and equipment. Privateer Calvin Kalicki takes advantage of Husqvarna's open doors policy.

TRUCKS

Cruise, the CB squawking out bear scares, two factory works bikes nestled between the spare parts in the back, the mechanic is doing his job.

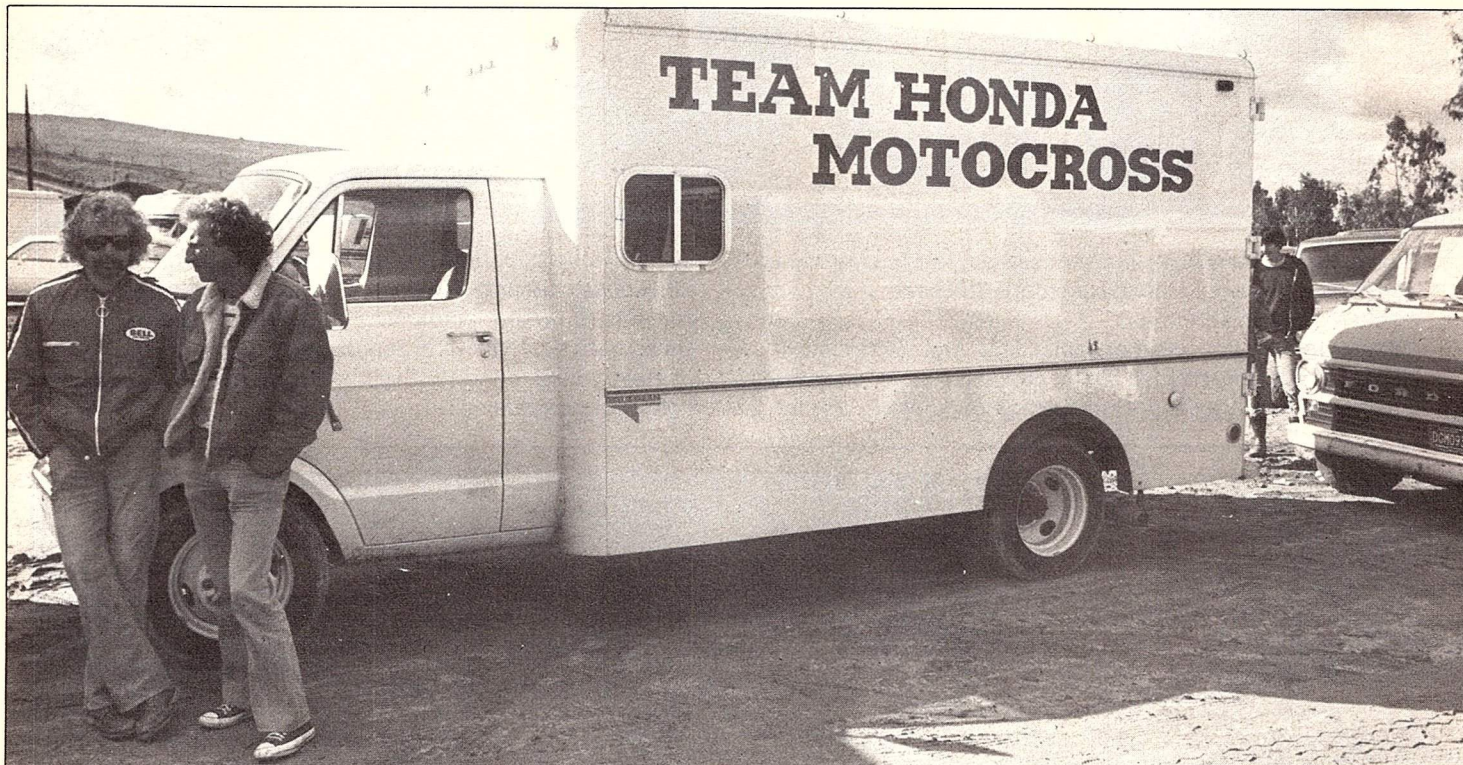
Most were motorcycle mechanics first, and didn't realize that being a factory wrench meant becoming a proficient truck driver. And they are good. During the Second World War the

Civil Defense Department used to hand out posters with the silhouettes of enemy airplanes. To that same end MXA presents you with a Motocross Team Truck Spotter's Chart. These trucks are known to congregate at Holiday Inns wherever there is a race. Keep your eyes peeled and report all sightings immediately.

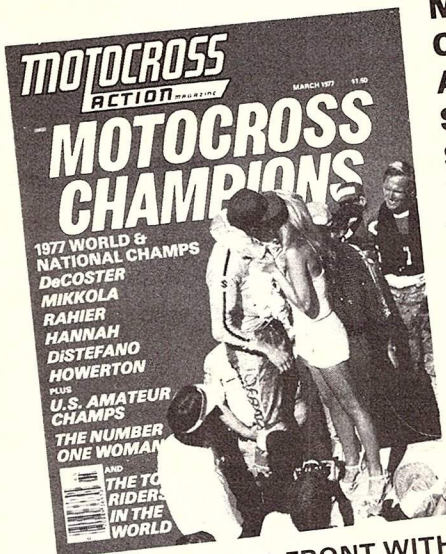


Moto-X Fox runs a modified version of the Yamaha team truck, but with their own distinctive striping and logos. The wide body mirrors are standard items for most racers.

TEAM TRUCKS



Danny Turner rests against the front fender of Team Honda's Grumman-bodied white team truck. Meanwhile Todd Perkins can be seen lurking around back. The little window in the side is to let all the other teams see what's new at Honda.



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Harley-Davidson travels in style. The Harley liner is a motorhome turned into a portable workshop. Harley has the biggest transport and the smallest team. It even has two air conditioners.



Kojii Masuda has the only bilingual truck on the circuit. On the back doors it supposedly says Team Suzuki in Japanese. Tony D. says it reads, "If you can read this you're in the wrong country." The striping is done with multicolored tape. It is a company truck and they wouldn't let him paint it.



Semics and Eierstedt spend their time in the brightly decorated Can-Am truck. The Canadian firm chose Ford. 

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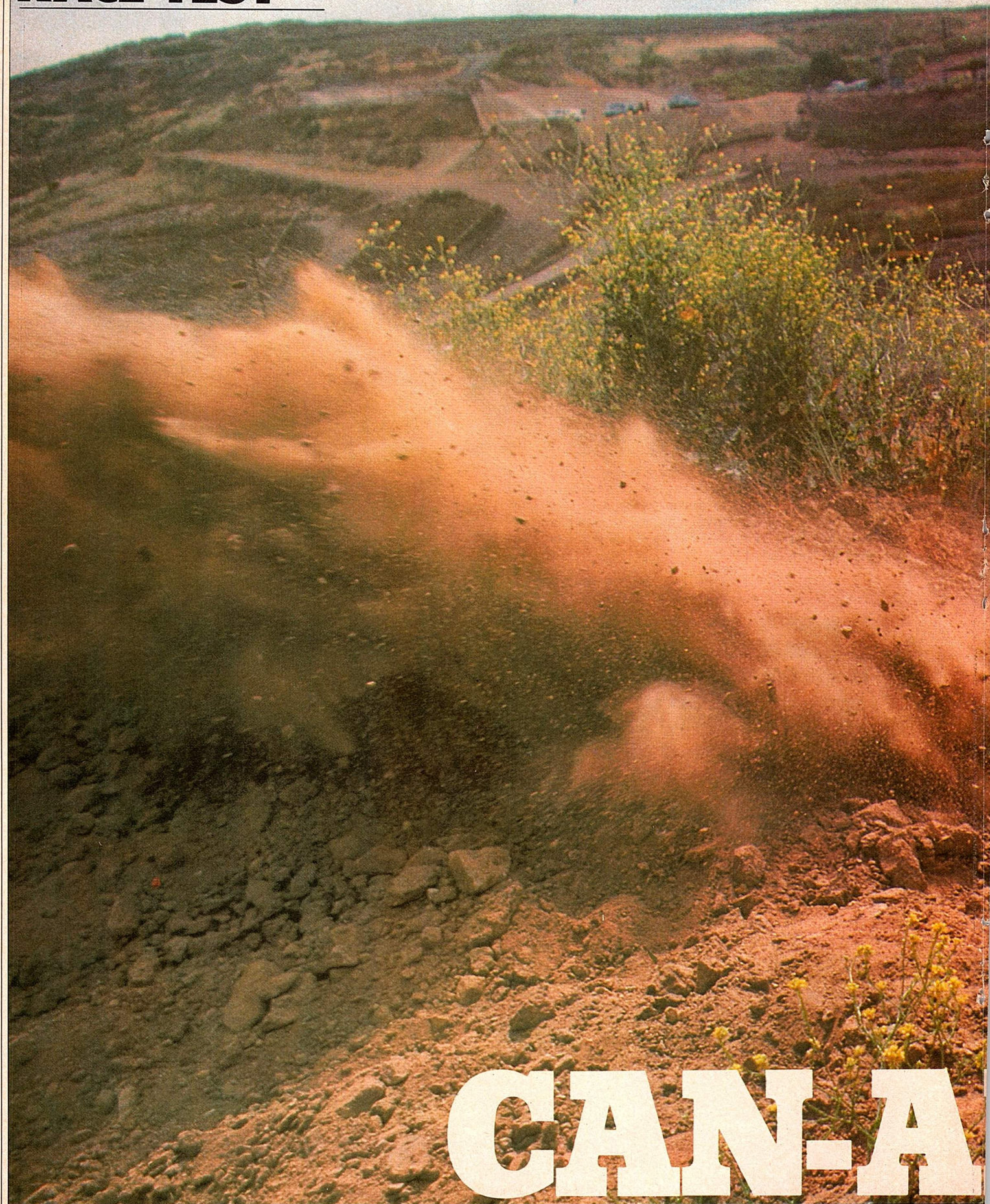


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RACE TEST



CAN-A



CRF250MX4

Test Begins On Next Page ➞

CAN-AM 250 MX4

And now for something completely different

□ Motocross is a sport of innovation. And nowhere has innovation been the watchword more than at the Canadian-based Can-Am factory. But there is another word in the history of modern industry that sums up what happens to a company that breaks new ground without strong consumer support. That word is *debts*. Can-Am has not burned up the motocross marketplace. The technical advances they pioneered six years ago earned them a few converts, a few sales and more than a few headaches.

The Industrial Revolution is not akin to the suspension or horsepower revolution in motocross, but the penalty for taking the lead remains the same. The first shoemaker to have his lasts (soles) cut by machine, instead of by hand, had to not only bear the cost of building, designing and refining the lasting machine, but he also had to lead the vanguard of promotion and advertising. Can-Am's *penalty for taking the lead* was that they never got accepted by the day-to-day motorcycle racer.

Developing a narrow, tuned intake tract, rotary valve engine is a marvelous technological leap forward, but it's a problem when everyone else is running straight piston-port engines. Constructing a frame with a steering head angle that can be altered over a range of six degrees makes for an extremely versatile machine, but try to explain that to a motocrosser who knows that he can only use one setting at a time. Placing the main bearings in a plastic insert to offset the effects of engine heat expanding the aluminum case faster than the steel bearing cage is a marvelous deductive solution to a metallurgical problem, but not when all the other major manufacturers just press the bearing in and forget about it. Welding up an extremely rigid and triangulated frame that rarely broke and never flexed was an admirable move by the young factory, but it didn't handle and they were reluctant to change it.

Part two of the *penalty of taking the lead* is that those who implemented the new, revolutionary changes are often

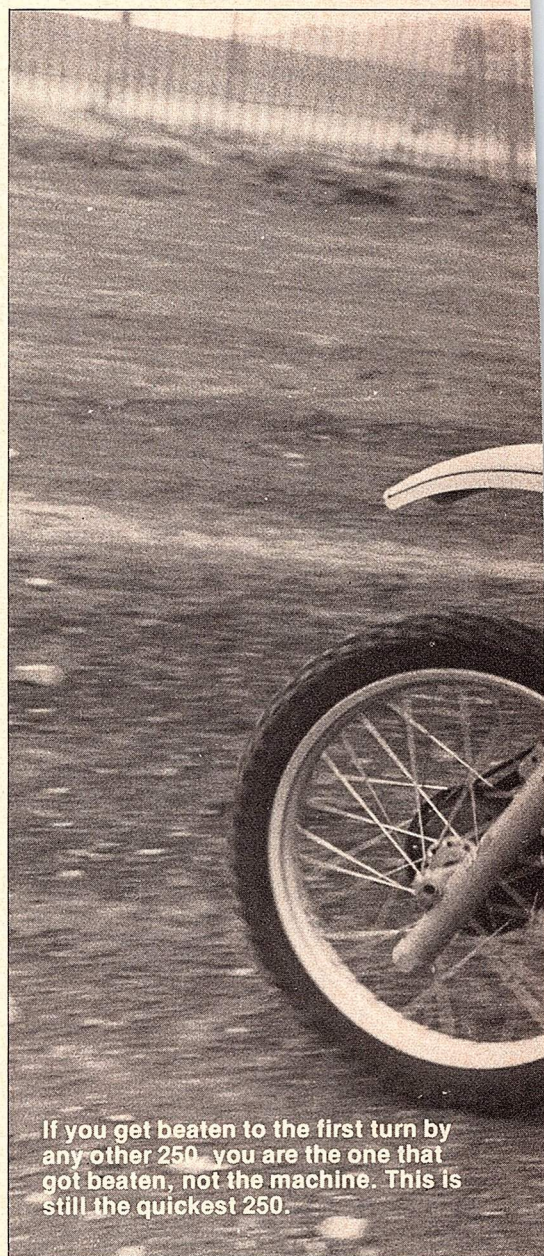
the last to accept newer developments or criticism. So for five years the Can-Am's were best known on the racing circuits as Canned Hams. 1977 was a breakthrough year. Jimmy Ellis was let go. Single-handedly the young Connecticut rider had muscled the foul-handling road race rockets into the winners' circle. He had been given a hand in improving the breed, but by Trans-AMA time he had had enough. And it looked like the successful snowmobile firm had had enough too. Rumors spread that they were going to fold the motorcycle division. The sales on the original Can-Am's were not very good, compared to other brands. The EPA had ruined their efforts to make the ultimate two-stroke street bike and things in general had gone sour.

Enter the MX4. While Can-Am was tied to the tracks just waiting for the Montreal Locomotive Works to come and run it over, the MX4 arrived in the nick of time and pulled it away from the jaws of doom.

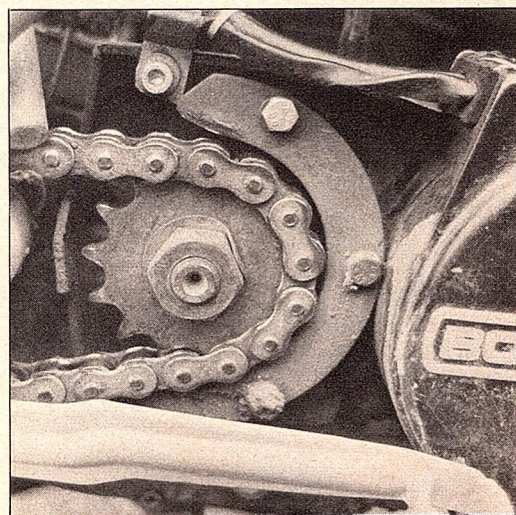
WHAT'S RIGHT WITH THE MX4?

Almost everything on the Can-Am has been improved. Since last year's black and orange Halloween bike was a real fright, the MX4 got a much more critical look than if it had been the new heir to a long, successful line of winners. The Can-Am is a quality piece of equipment. It could be lighter and it could be better suspended, but it could hardly be made stronger or more rugged.

The frame is all-new in 1978. The engine is slung two inches lower in the chrome moly cradle, the shock mounts have been moved up and under and the plastic components have been totally changed. The old gas tanks were about two miles long. The new gas tank is short and neat. Preston Petty fenders grace each end, and there is no plastic on earth as good as PP's. The front end still houses the revolutionary adjustable steering angle, which we set at 31 degrees and ignored. For our money, Can-Am should build a motocross bike with a steering angle that works (31 degrees) and forget about allowing us to



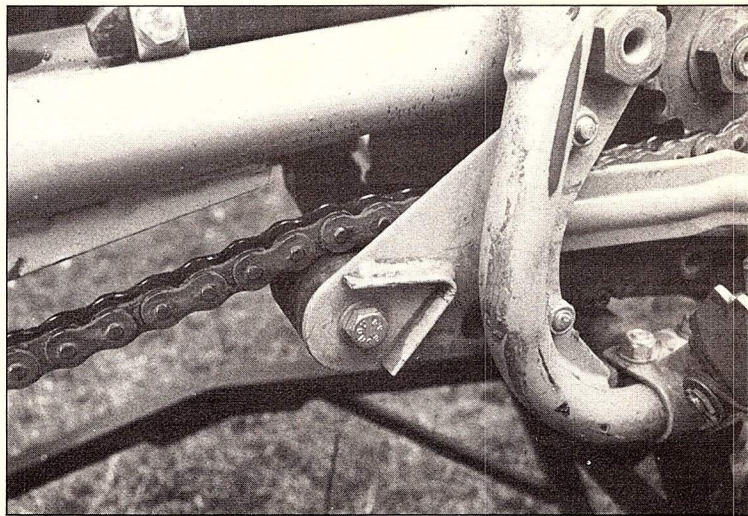
If you get beaten to the first turn by any other 250, you are the one that got beaten, not the machine. This is still the quickest 250.



With each new sprocket Can-Am includes a new case guard to custom-fit the chain sprocket size.



The carb hasn't fallen off. It mounts way back behind the kickstarter. Rotary valve induction is tidy.

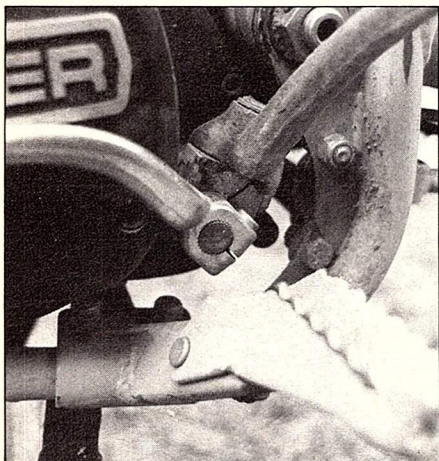


A reinforced brace on the chain tensioner eliminates sheared-off bolts.

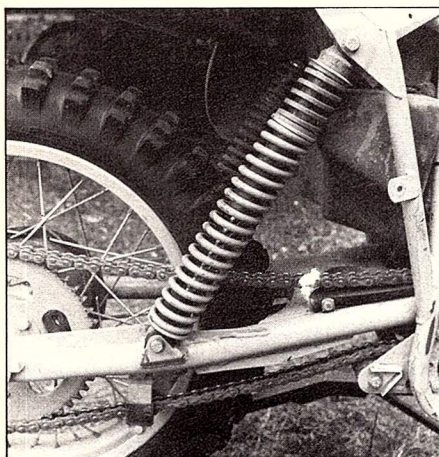
CAN-AM 250 MX4

tune the bike for shorttrack, desert or stadium events. The steering stem is supported by needle bearings. The swingarm doesn't get needle bearings; instead, the innovative Canadians inserted a nylon bushing that is supposed to have Teflon-like characteristics. The upper frame tube, under the tank, is a cone-shaped tube about the size of a bazooka. The bike is strong.

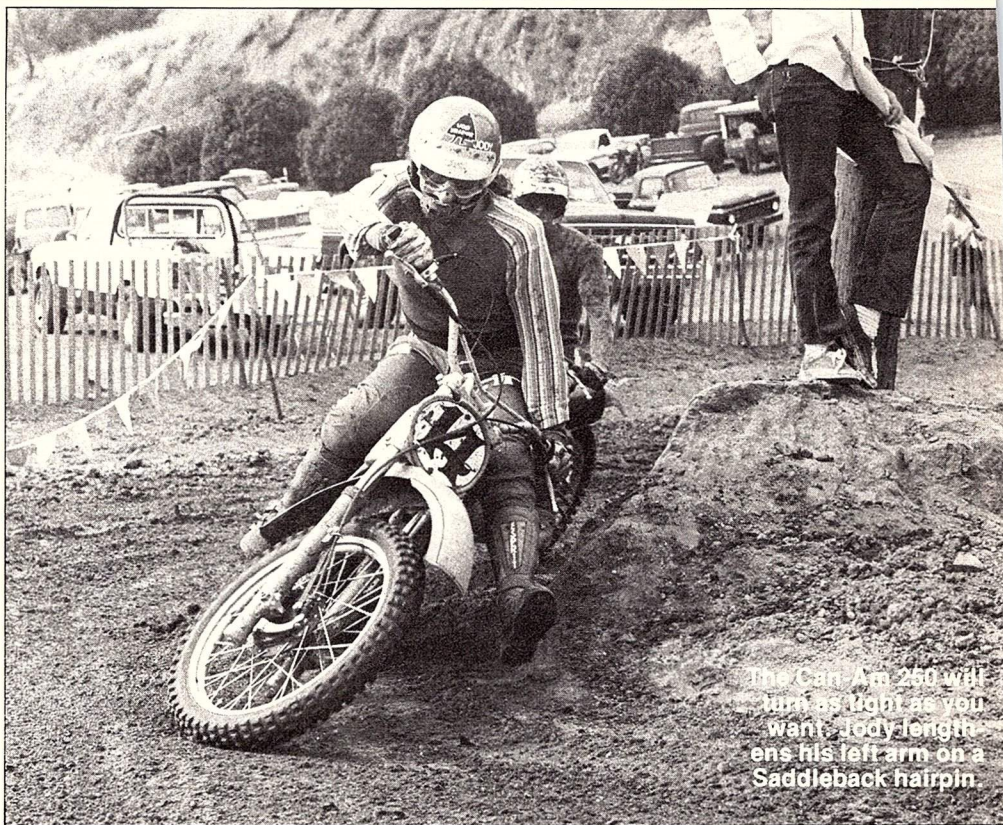
The front forks are a set of strong 38mm Marzocchi magnesium forks. The new Marzocchi forks have eliminated the major complaint that was lodged against them in the past. The 38mm fork legs don't flex like last year's smaller tubes did. The magnesium sliders are the high-priced spread. The rear shocks are 15-inch Gas Girlings which render up 9½ inches of travel. The front forks give ten inches of travel.



Ala early CZs the shift shaft doubles as the kickstarter.



Although Heikki used them to win the '74 World Championship, Girling's 15-inch dual-rate shocks don't cut the mustard by today's standards.



The Can-Am 250 will turn as tight as you want. Jody lengthens his left arm on a Saddleback hairpin.



From its orange fork legs past its orange plastic all the way back to its orange chain, the MX4 is nothing if it isn't colorful.

THE MOTOR

When you start to talk about Can-Ams you always talk about dyno charts and horsepower. In fact, the MX3 was by far the fastest 250 motocrosser on the showroom floor. But pity the poor guy who took it out of the showroom. The MX3 had a decent low end matched to a flat mid-range. The real power was generated in one big rush just above the middle. The bike exploded on the top end like a road racer. The power was simply too brutal to be harnessed in a slug frame.

The MX4 has not tried to tame the MX3's power; instead, the MX4 has a usable powerband. A totally new engine was manufactured by Rotax in Austria. Like most manufacturers in the past couple of years Can-Am lengthened the stroke by over 3mm. Even at that the Can-Am remains a short-stroke motor. The bore is 72mm and the stroke is 61mm. The result is a much more predictable power output. The new MX4 has a healthy low end, decent mid-range and plenty on top. The Can-Am is still the quickest 250 on the showroom floor, and this year it is safe to take it out on the track.

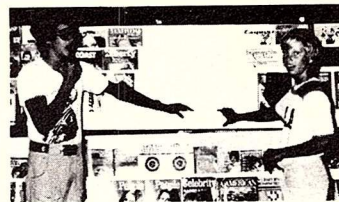
The power is so much smoother than before that it was like riding a bike from a different manufacturer. It was a pleasant surprise. The motor works as well as any other engine on the market, but not because it duplicates their power. The RM250C has more mid-range ponies, but not as much above or below. The Honda CR250R has a good, strong top end, but is no match for the MX4's low end. The Can-Am has done one thing better than any of the other manufacturers. They have built a motor that makes horsepower, but doesn't make noise. The bike is so quiet that off the starting line you will actually miss your shifting points because the other bikes around you are drowning out the MX4's exhaust note.

THE REAL RIDE

The Can-Am is the tallest 250 production bike we have ever sat on. The seat height is almost 37.5 inches, but the bike is comfy. The seat is well-padded and constructed of high-density foam. The handlebars are Gary Jones replica bars. At the first seating the bars feel too low. The bike is heavy at over

(continued on page 68)

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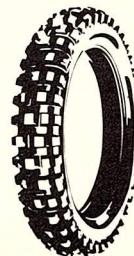


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SADDLEBACK SATURDAY

On the sixth day he raced

By Jody Weisel



Local pro Drew Nelson's kick-out-the-jams approach to racing typifies the Saturday at Saddleback experience.

□ Saddleback Saturday is *not* a day just like any other day. In fact, it is a way of life for a small group of sun-drenched Southern California motocrossers. Media blitzes and commercial promos try to tell you what motocross really is. But whether they splash the antics of DiStefano, DeCoster and Weinert across the pages or the esoteric properties of the new generation 1978 monoshocks, the fact remains that motocross is what you make it. Saddleback Saturday is local motocross

boiled down and skimmed off to its barest essence. The ingredients are like a nirvana MX dream come true: America's best-known motocross track, 40-minute motos, and competition that ranges from the zoot-capri hierarchy to the first-day tyro.

The vans come lunging up out of the L.A. basin into the foothills of Orange County hauling their loads of hyper 125s, 250s and anxious warriors. The ocean-born fog lies in the nooks and crannies of the track, obliterating vision

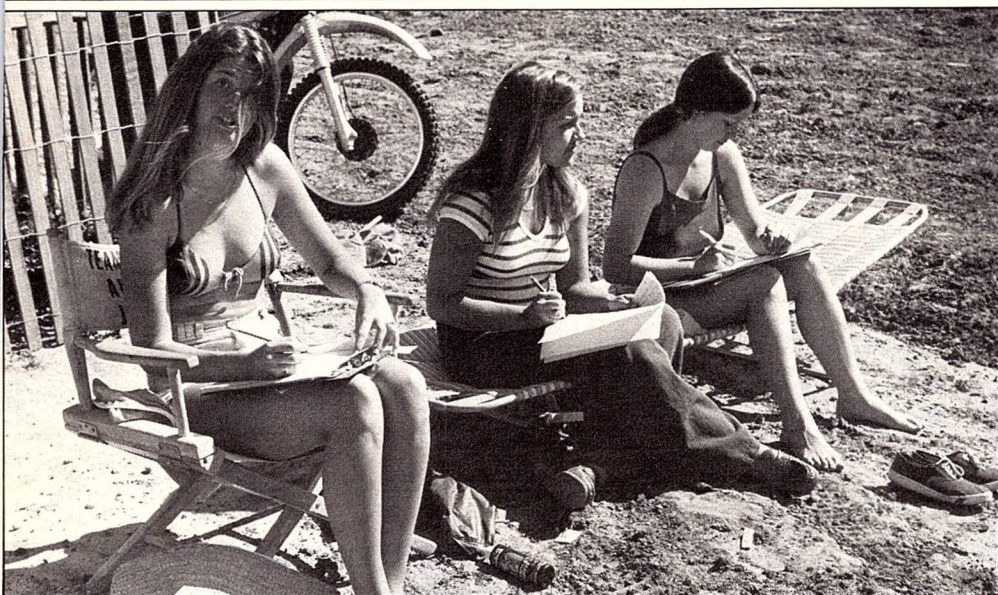
regardless of how much Fog-Free you wipe on. A rapid-fire practice and the sun begins to heat up the track with an intensity that fries the fog away in less than an hour. Saddleback is the Dr. Jekyll and Mr. Hyde of motocross tracks. In the morning it is composed of nicely ground chopped liver that will accept any line you want to write on its face, and then by afternoon it is a parched and barren piece of concrete scarred with blue grooves of rubber. Saddleback is good for four hours at the top end, no more, no way.

Saturday at Saddleback is an organized race. Saddleback Saturday is a laid-back race. Saturday at Saddleback brings out the best in local racing. The rest of the milieu of SoCal motocross is caught up in club racing, points-keeping and all-day marathon events. To race with CMC, CRC, AME or any other alphabet organization in the City of Angels you have to buy a license and live by their often confusing and sometimes arbitrary dictatorships. Saddleback Saturday has no licenses, no hassles, no needless rules and no pompous officials.

The rules are unwritten, but understood. Get your front wheel up against the gate and when it drops anything you want to do to get to the checkered flag is all right. Getting to the flag is the problem, because unlike the alphabet clubs who give you a slam-bam-thank-you-mam 15 minutes on the track, Saddleback Saturday is 40 minutes of going-for-broke. Forty minutes for the first-time Saturday rider normally is broken into two sections: 20 minutes of racing and 20 minutes of trying to finish. And because it has the longest motos of any local race in America, Saddleback Saturday draws the big-name pros.

Jim Weinert, Mike Bell, Warren Reid, Gaylon Mosier, Gary Semics, Rex Staten, Broc Glover or any of 20 big-name riders are apt to drop in for a quick tune-up. Nothing prepares you for a 40-minute National like racing a 40-minute moto.

How do they run off all of these long motos in the length of one short day? They don't! They run all of these long motos off before three p.m. Thanks to some of the most efficient and foxy scorekeepers in motocross, the big Saddleback course will have the 250 Intermediates and 250 Juniors racing at the same time separated by a 30-second split start. All the pro classes (125, 250 and 500) share the track at the same time, with the 250s leaving the



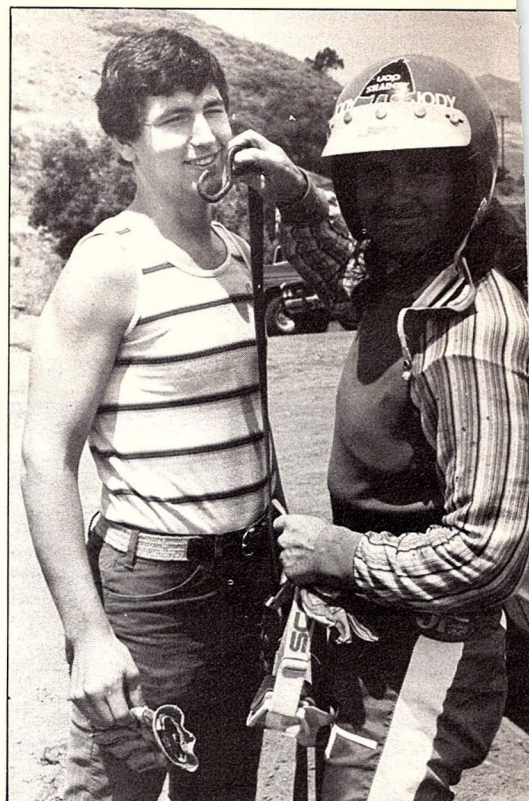
The scorekeepers have a tendency to distract the most concentrated back of the pack charges.



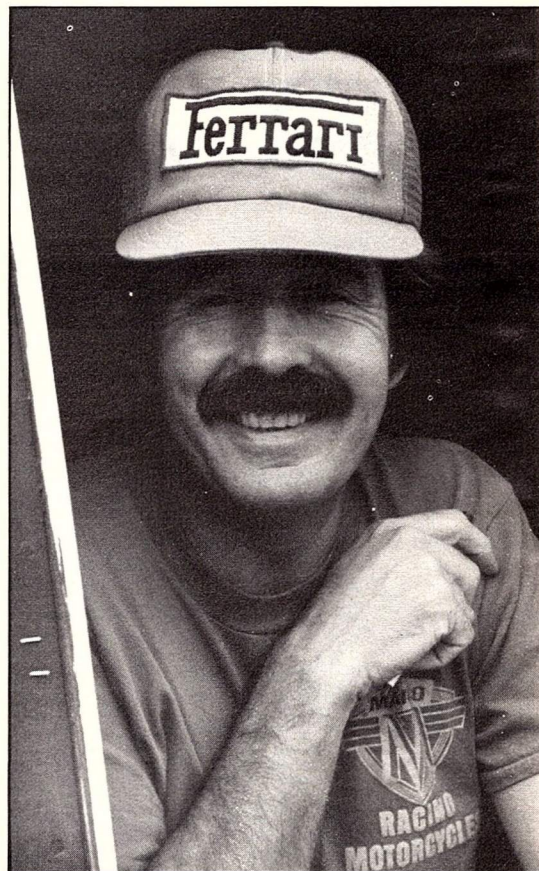
This kind of speed and style must belong to a factory rider. Honda Team Manager Terry Mulligan tries out an RC400 on an unsuspecting run-what-you-brung IT Yamaha. Is that really fair?

SADDLEBACK SATURDAY

Scott Gillman took over the Saddleback Saturday win streak when Mike Bell left for the big-time. Gillman embarrasses a lot of big National stars, since the track is in his backyard.



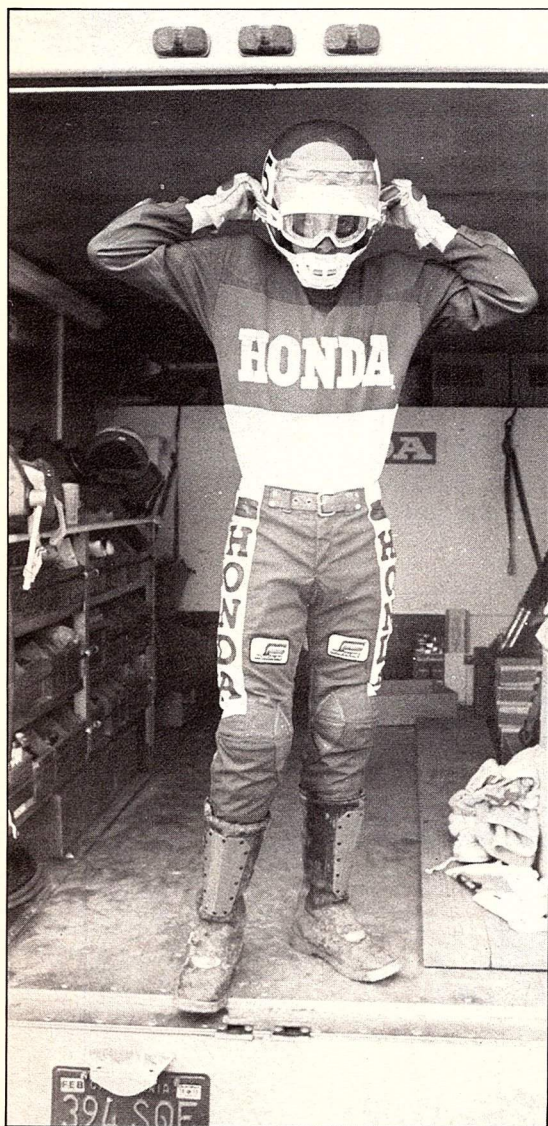
People come from all over to taste the competition. Pennsylvania's Tony D. and Texas' Jody Weisel display the effects of inhaling too much smog.



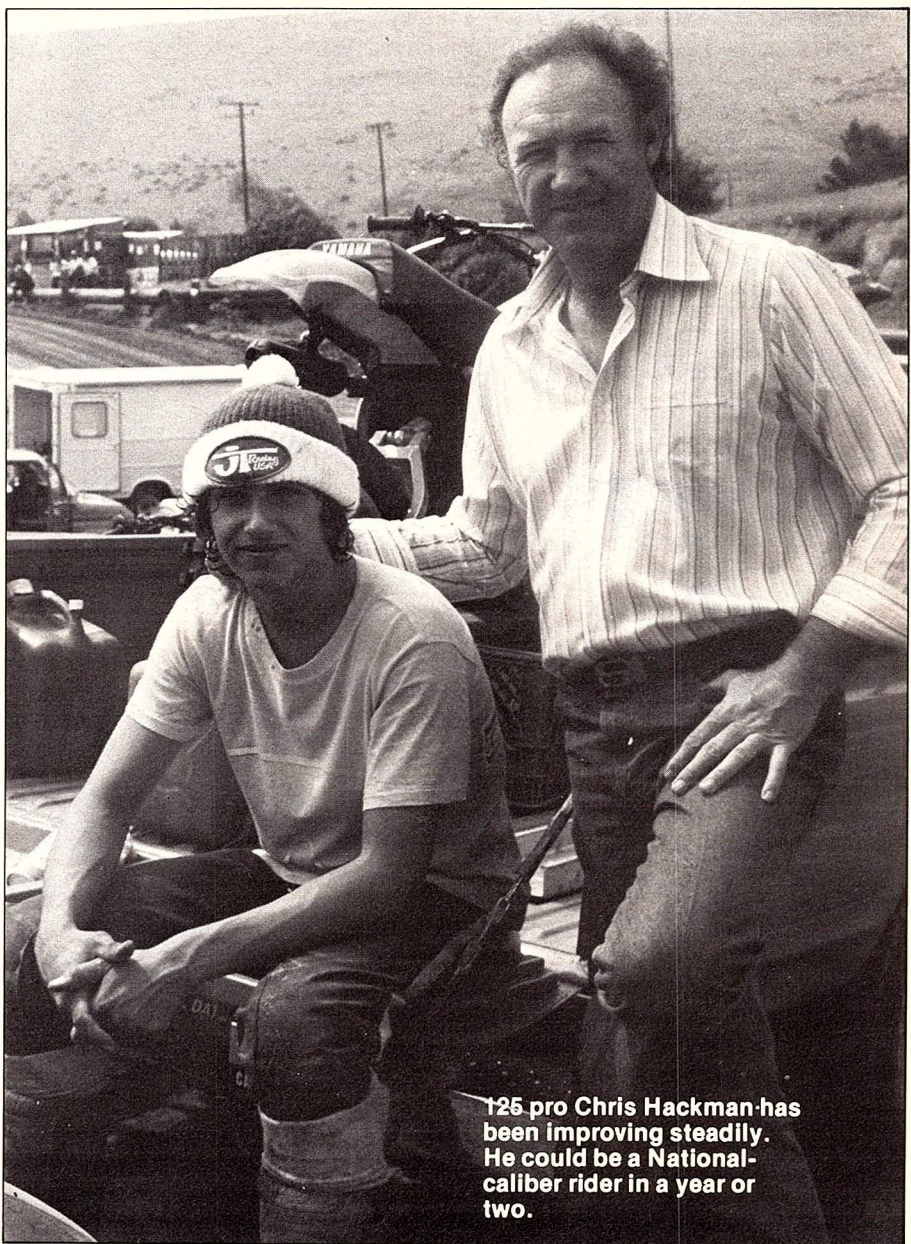
This is the man who takes your money. He uses it to buy himself a new Ferrari. A Ferrari hat!



One of a cadre of fast privateers is Tim Lunde. Like most Saddleback owner/operators, Lunde battles the big names on a Maico.



Warren Reid of Team Honda and many other factories use the long SS (Saddleback Saturday) motos to test pre-production prototypes.



125 pro Chris Hackman has been improving steadily. He could be a National-caliber rider in a year or two.



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SADDLEBACK SATURDAY

start first; then the gate is put back up and the 125-Open class gives chase.

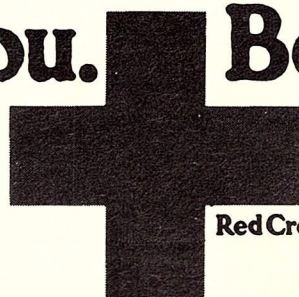
The racing gets hectic, with Warren Reid and Jeff Jennings blitzing their little one-two-fives up from their 30-second deficit right through the complete 250 pack. By the end of the race Gaylon Mosier on a 500 will be dicing it out with Radical Ron Turner on a 250 and Warren Reid on a 125. They are scored separately, but they are racing out of a pride and joy that only comes from having fun. The lesser-known

Saddleback regulars have put the stars away on more than one occasion. Open class regulars Jeff Vidic, Bob Marino, Jim Gibson, Scott Gillman, Rick Blackwell and Bob Elliott have given factory shoes some of the toughest races in front of an audience comprised only of other racers. There are no fans in attendance at local races, just other racers, and whether it is a 125 Junior or a National Champion, they are each being challenged by the same course and the same conditions.



Where else in America could you see Lance the Trance lead a National Champion, Broc Glover?

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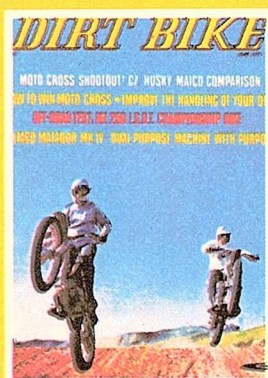
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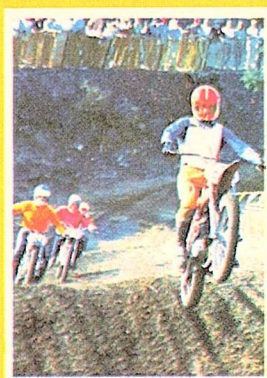


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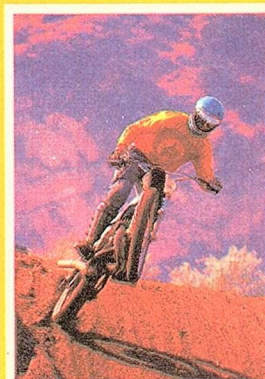
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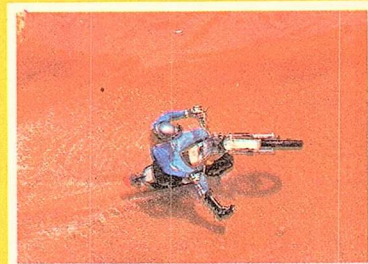
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2. ACTION AT INTER-AM

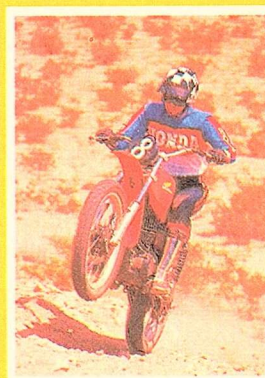


10. JIM CONNOLLY, 250 BULTACO PURSANG

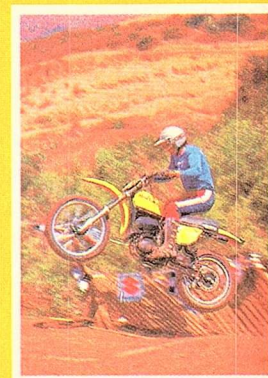


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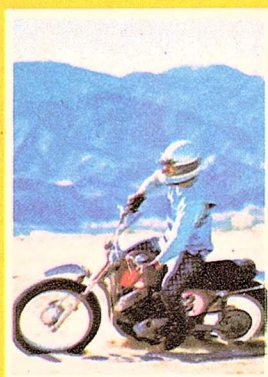


11. AL BAKER ON A 250 HONDA



12. GUNNAR LINDSTROM ON A SUZUKI

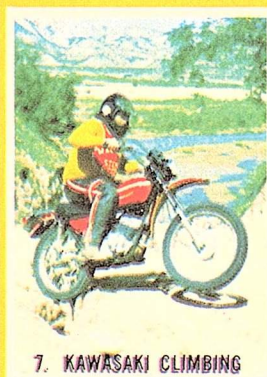
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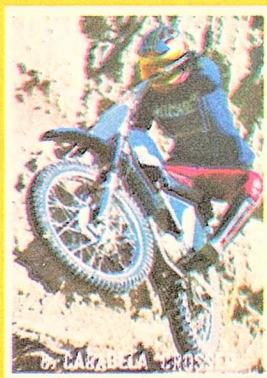
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SUPERDOME SUPERCROSS

HANNAH TAKES OVER!

It was yellow, then red, red, red and red.

By Dick Miller

□ Within the span of a few weeks the Gulf Coast town of New Orleans was devastated by a couple of hurricanes. The first left the town under eight feet of water, and the second took place inside the Superdome under a controlled atmosphere of 72 degrees while the city sweltered outside with record-breaking temperatures.

New Orleans is a town steeped in history and famous for its river boats and its French Quarter with the famous street, Bourbon. Bourbon Street used to be the hangout of the French Pirate Jean Lafitte but is now remembered for its modern-day variety which are adept at hustling tourists. Dixieland jazz and the hurricane drink still thrive in the French Quarter, and a lot of motocross types were in evidence checking out both the evening before Saturday's night race in the Superdome. Many's the mechanic who looked at his rider the next morning through bleary eyes.

Practice for the Popeyes Fried Chicken Supercross event showed that promoter Rookie Leopold had built a challenging indoor course. The consensus of opinion from most of the riders was that it was one of the best they had ridden. It was wide open with a lot of lines for passing, and yet still had a difficulty factor with its severe jumps and a tough series of four-foot jumps. The equivalent of a football field of dirt, six feet high, was necessary to transform the Superdome floor into a Supercross track. The hot rumor after practice was that Marty Moates had cleared a set of "impossible" jumps. When promoter Leopold asked the possible perpetrator of the rumor, Marty



Larry "Supermouth" Huffman has the two co-leaders in the Supercross Series (Tripes and Hannah) say a few words to the 40,000 Popeyes Fried Chicken MX fans before they do battle.

HANNAH TAKES OVER!

Tripes, about it, he replied, with a twinkle in his eye, "If you ask Moates he'll probably deny it." Rookie, finally realizing he was being put on, like the rest, yelled over to Mike DiPrete, AMA Manager of Motocross, and said that he'd put up an extra \$500 to anyone who could clear the set of steep jumps. When the night's racing was over the money was still unclaimed. So much for pre-race psych!

The New Orleans Supercross was the ninth of the 11-event series, and early leader Marty Tripes was now tied with Bob "Hurricane" Hannah, who was on a string of five straight indoor wins and was as yet undefeated in the 250cc Nationals. With a win here he would have an unprecedented score of 22 straight AMA moto wins and the lead in both the indoor and outdoor 250cc events. By flawless rides in both his heat and the final, the Yamaha "Hurricane" did the expected.

The qualifying motos were the night's best racing with the most passing, and the 40,000 spectators loved it. Yamaha's Rick Burgett took the first heat lead only to lose it to Honda's Jim Pomeroy and Marty Tripes in the next five laps. Tripes took an easy win after passing his teammate and then did a "Laugh-In" fall-over after taking the checkered.

Suzuki's Mark Barnett took the second-heat holeshot and circuted the track once before Bob Hannah swooped him to run away with the second ten-lap moto. Suzuki's Mickey Boone held a short-lived second-place lead in the moto after Barnett ran off the track, only to lose it to Parry Klassen riding a Moto-X Fox Maico before the finish.

The third heat had the crowd buzzing with the charge of Don Kudalski on his two-stroke Harley from the back of the pack. Honda's Jim Ellis had a safe lead, but the action was in the pack, and the battle of Kudalski was not unnoticed as he fought off Kent Howerton, Marty Moates and Terry Clark for the second-place spot.

The fourth and final heat was the best of all, with Jim Weinert and his Kawasaki causing the most excitement. Tommy Croft and Chuck Sun were the early leaders, with Frank Stacy waiting for either to make a mistake, but it was the charge of Weinert and Gary Semics at the back of the pack which brought the crowd to its feet. Can-Am's Semics



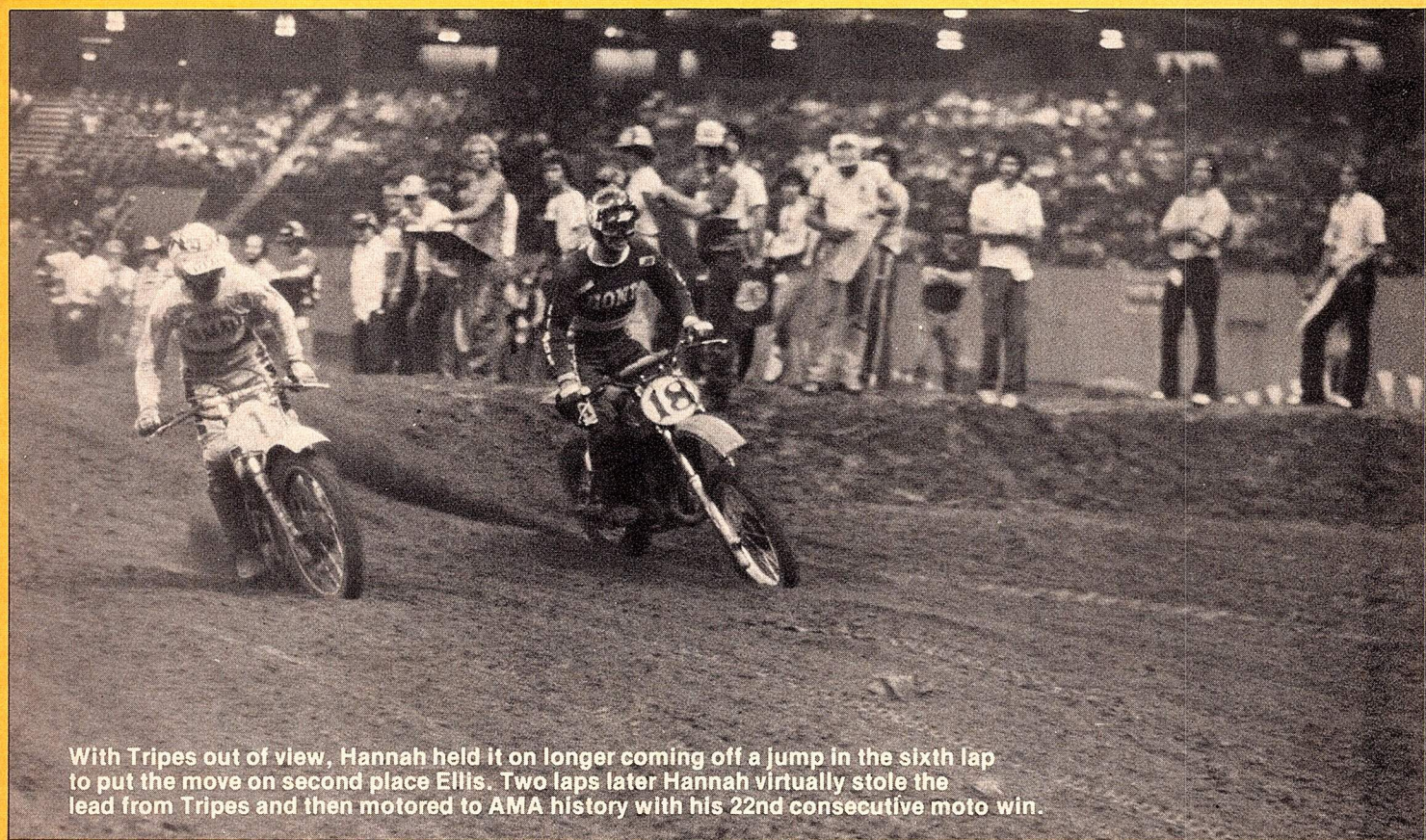
Harley's Don Kudalski had the fans on their feet during the third heat as he charged for a second and then took the Tom Volin-tuned machine to an 11th in the final.



Marty Moates fared better than the guy he just stuffed into a berm as he went on to finish ninth in the final. By having the longest Toyota tower jump (76 feet) he picked up another \$250.



Husky's Chuck Sun and Suzuki's Barnett and Boone check out the difficult series of pie-shaped bumps that gave most of the riders fits. Sun was the only one of the trio to break the top ten with a well-earned sixth in the final.



With Tripes out of view, Hannah held it on longer coming off a jump in the sixth lap to put the move on second place Ellis. Two laps later Hannah virtually stole the lead from Tripes and then motored to AMA history with his 22nd consecutive moto win.

HANNAH TAKES OVER!

found the competition tough at the seventh-place spot, but Weinert found himself in third on the last lap and closing fast on Stacy's KTM and Tommy Croft, the leader. Fifty feet before the checkered flag Tommy bobbled on the series of whoops which gave every rider trouble at some time during the night's racing, and Weinert got by for the win.

The first five from each of the four qualifying heats transferred directly to the final and only two from each semifinal. The hectic semi races were filled with crashes. It took Yamaha's Mike Bell six laps to get the lead, only to lose it crashing and landing at the feet

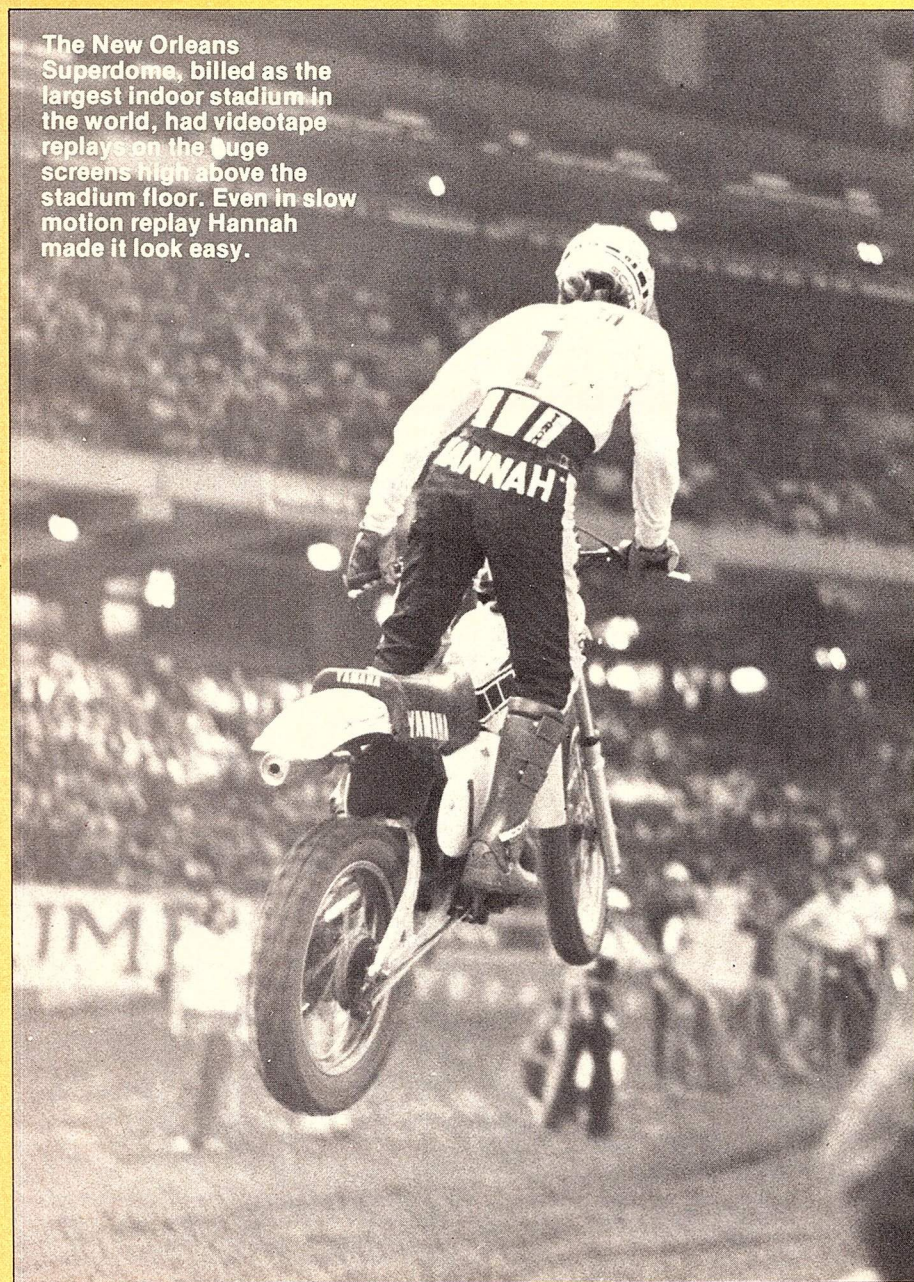
of his mechanic, Dave Osterman. Mike, more embarrassed than hurt, got up and charged back to the front on the last lap for the win. The second semi was almost a repeat of the first, except for Gary Semics' wire-to-wire win. Rex Staten and Danny LaPorte supplied the excitement in this one, and LaPorte took the second and final transfer to the main while Staten crashed his way back to fourth.

The consolation race took only one rider to the final, and Texas star Rick Blackwell made it a wire-to-wire win, holding off a fast-closing Bassett Yamaha ridden by Staten.

The 20-lap final was all Bob Hannah after the eighth lap. Neither of the Honda holeshot artists — Marty Tripes or Jim Ellis — could hold off the charge of Hannah, and once he was by them it was anticlimactic. Tripes lost his lead in the same spot that had troubled him most of the night, but this time while lapping a slower rider. Two laps later he stalled in the same corner, and although he didn't lose position he lost ground on Hannah and never really got close enough to challenge after that.

Marty Tripes looked like a sure runaway early in this year's Supercross Series, and probably would have been had it not been for the unprecedented charge of Hannah and some midseason injuries of Marty's. Marty said later, "What can I say . . . he just beat me. . . he was faster." Later, there was talk about the next Supercross event — which has been a Marty Tripes stronghold — the L.A. Coliseum, and maybe the tide will change for the up-till-now unbeatable "Hurricane" Hannah. We've said it before and will say it again: on a given day when Tripes is all together he is unbeatable. But as of right now Bob Hannah is the king of the hill and the most consistently fast 250cc rider in the world.

The New Orleans Superdome, billed as the largest indoor stadium in the world, had videotape replays on the huge screens high above the stadium floor. Even in slow motion replay Hannah made it look easy.



OFFICIAL RESULTS

POPEYES SUPERDOME SUPERCROSS NEW ORLEANS, LOUISIANA

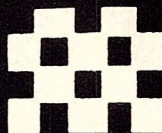
Supercross Final

	Series Points
1. Bob Hannah, CA/Yamaha	223
2. Marty Tripes, CA/Honda	220
3. Jim Ellis, CT/Honda	111
4. Tommy Croft, CA/Honda	128
5. Steve Wise, TX/Honda	122
6. Chuck Sun, OR/Husqvarna	66
7. Jim Pomeroy, WA/Honda	96
8. Mike Bell, CA/Yamaha	117
9. Marty Moates, CA/L.O.P./Suzuki	33
10. Danny LaPorte, CA/Suzuki	56
11. Don Kudalski, FL/Har.-Dav.	10
12. Kent Howerton, TX/Suzuki	131
13. Rick Burgett, OR/Yamaha	66
14. Mickey Boone, NC/Suzuki	77
15. Gaylon Mosier, CA/Kawasaki	49
16. Frank Stacy, NY/KTM	35
17. Mark Barnett, IL/Suzuki	49
18. Terry Clark, CA/Maico	64
19. Jim Weinert, CA/Kawasaki	56
20. Gary Semics, CA/Can-Am	54

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21 1/4" = 6 3/4"	23 1/2" = 7 1/2"
21 5/8" = 6 7/8"	23 7/8" = 7 5/8"
22" = 7"	24 1/4" = 7 3/4"
22 3/8" = 7 1/8"	

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TECHNICAL MAKING THE MAGNUM BETTER

Wheelsmith's Maico mods

By Dennis Cox

□ Maico's new '78 Magnums are closer to being "Japanese" race-ready than any previous bikes the West German factory has released. The new bikes require a less-than-fanatical devotion to maintenance than their finicky predecessors. It used to be that Maico owners were looked up to for their mechanical prowess. Maintenance was always considered a requirement, not just a consideration for being a Maico owner. Between-race overhauls were routine for the Teutonic thoroughbreds. While Suzuki and Yamaha owners spent all their time at the local disco partying, the die-hard Maico fanatic would be burning the midnight oil getting his bike ready for Sunday's race.

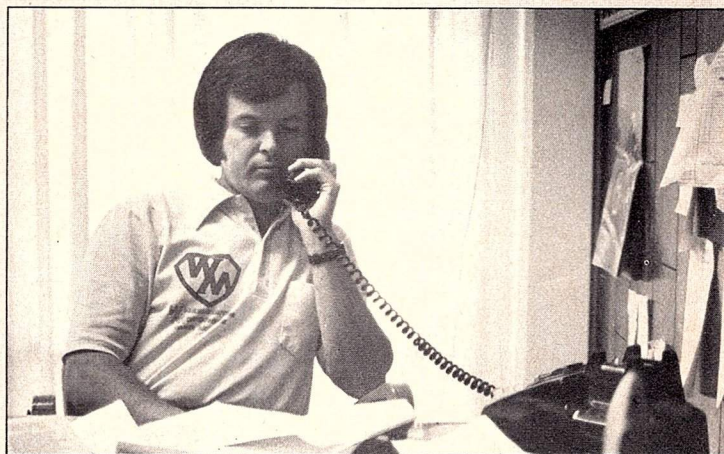
That's not true of today's new generation of Maico Magnums, which hold up much better against the American penchant for sporadic maintenance. However, like your dear old mom used to tell you: "There's always room for improvement!"

Wheelsmith Engineering in Fountain Valley, California, has been setting up the hottest Maicos on the West Coast for over eight years. They built the double jackshaft Maico for Gaylon Mosier back in '75. The red and yellow Wheelsmith Superman logo is a familiar sight on the Southern California motocross circuit.

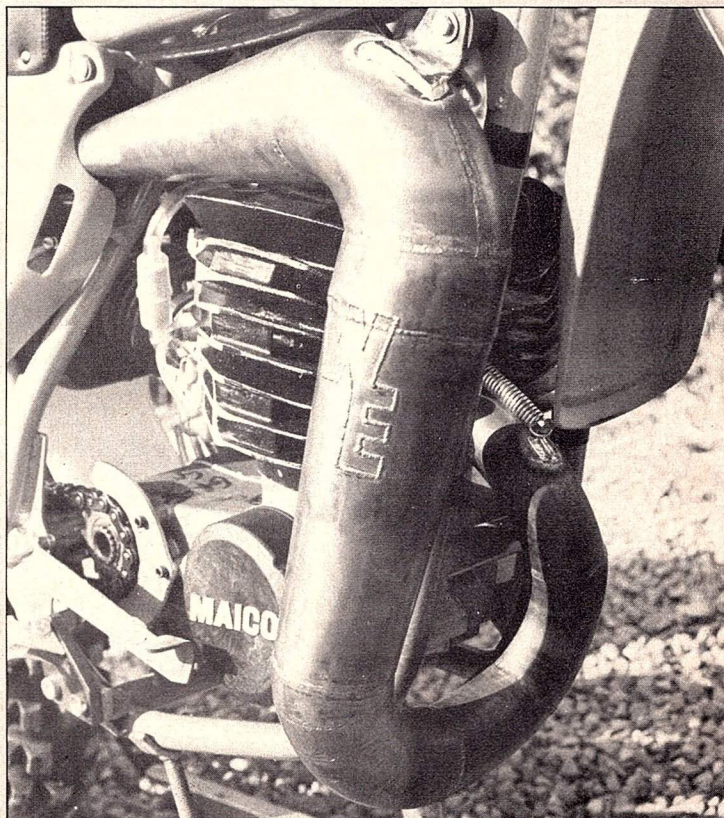
The most important thing a new owner can do to make sure he doesn't have a basket case Maico is to perform five simple checks on the bike before riding. First, check the motor mounts and head yoke for tightness. The new models have thicker mounts and bolts but still need to be checked when new. Also, don't run without the yoke. Things will break. Second, check the steering head for tightness, because it's going to move and set in when new. Third, check the rear sprocket bolts. The bolts are threaded into the sprocket, so make sure they're tight before threading the jam nuts on. Fourth, check the head and cylinder base bolts. Fifth, check the plastic oil drain plug for tightness and the shift drum bushing and shift drum detent bolts on the bottom of the engine. They've a tendency to loosen. If the bike is shifting hard, insert an additional washer on the shift drum detent-plunger and spring to lower the base of the spring for easier shifting.

ENGINE MODS:

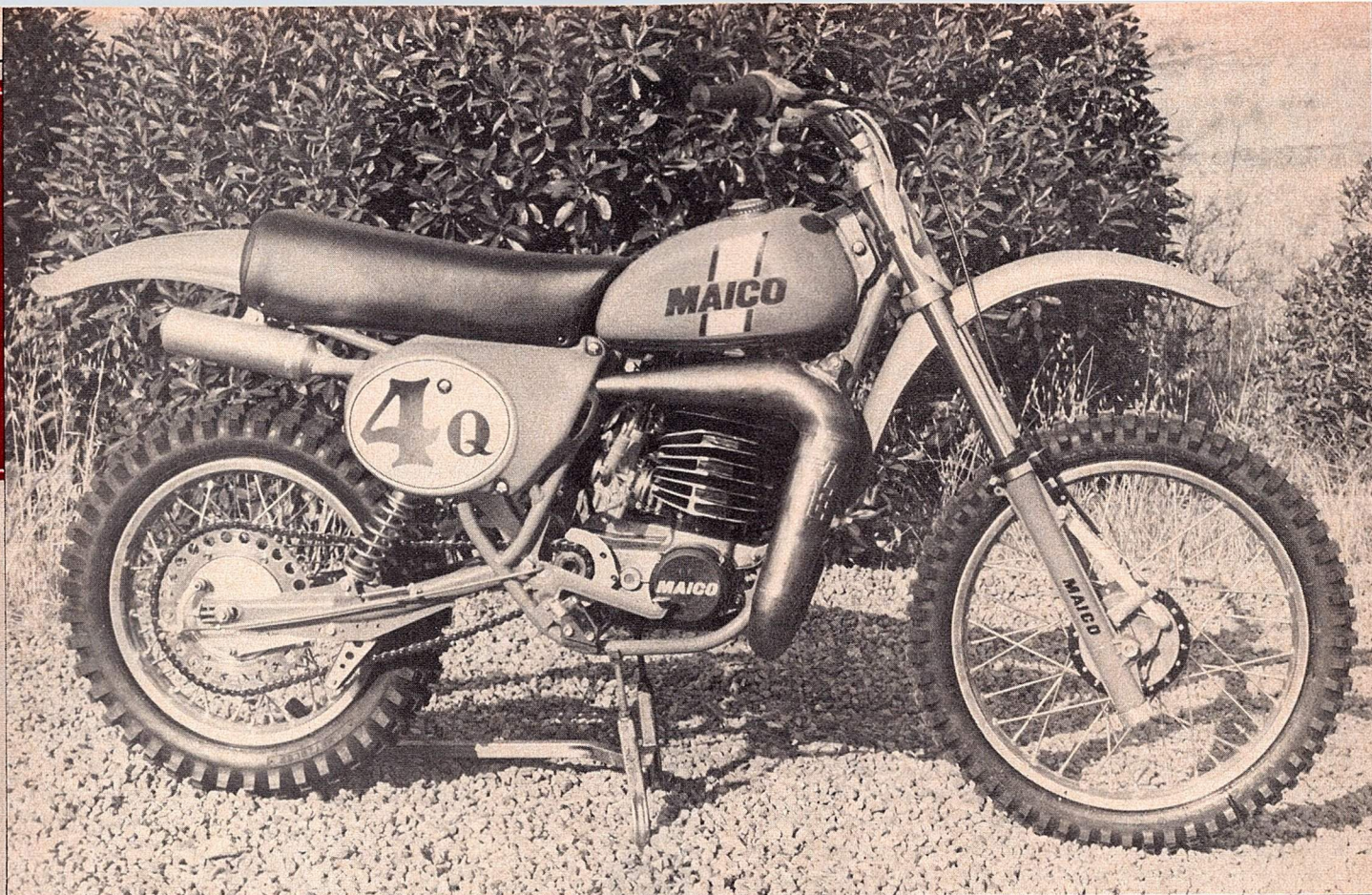
To ease clutch operation, replace the stock clutch cable with a Terry cable (\$6.50) and replace the stock clutch springs (they look like washers) with stainless steel ones that don't overheat like the stock pot metal ones. Wheelsmith also deburrs and polishes the clutch cage and assembly. The retaining nut is turned down on a sander for a better fit over the clutch springs (washers). Make sure the inside of the push pin on the clutch cage is not in contact with the transmission



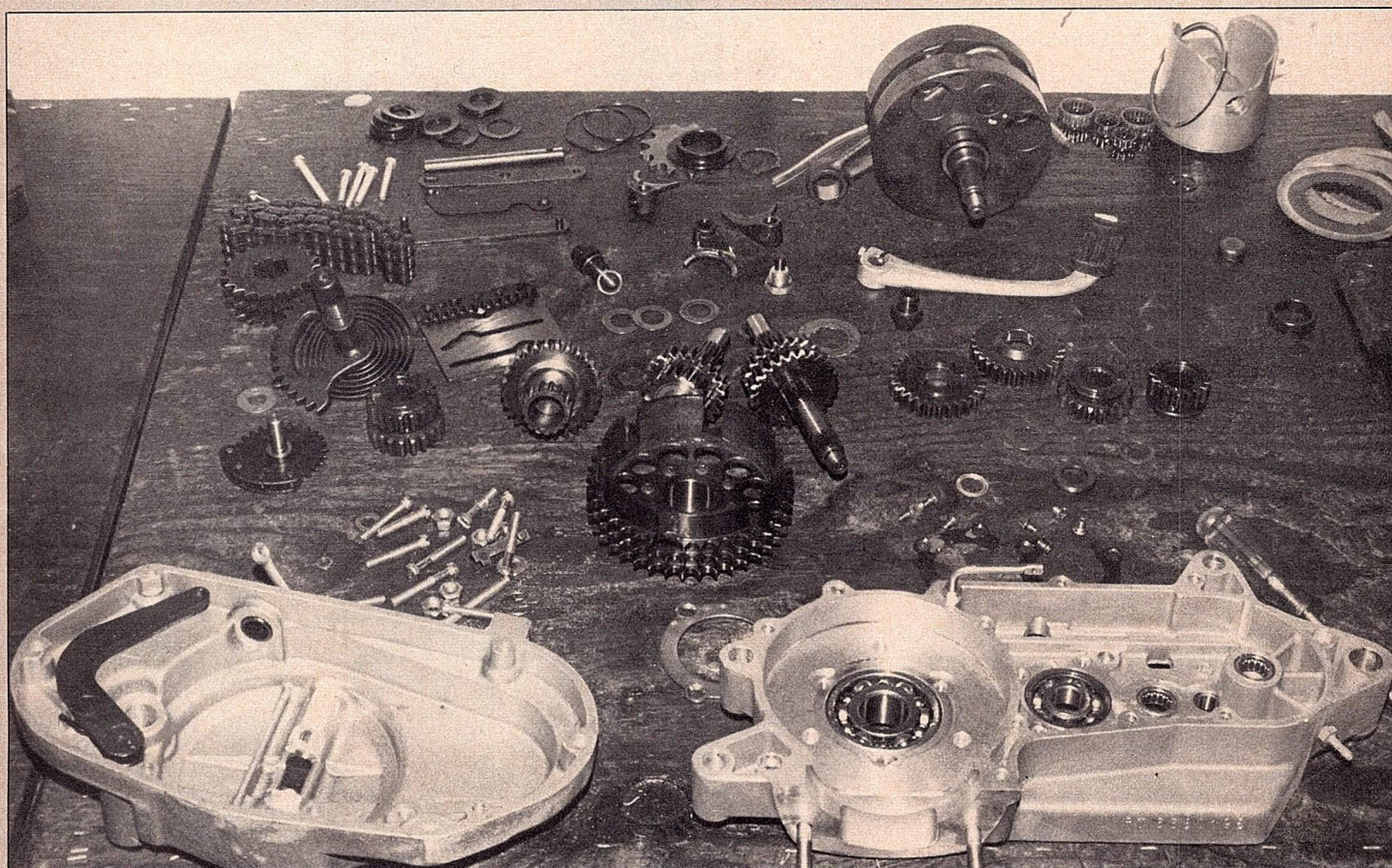
The main man at Wheelsmith, Greg Smith, has been setting up Maicos for over eight years for top riders like Gaylon Mosier.



The 250 Magnums stand to gain the most from Wheelsmith's special pipe.



With a little time and effort you can make your Maico into a National class campaigner like Greg Smith's 450 Magnum. The silencer is by Mark Porter and the throttle is a Gunnar Gasser.



Before prepping a bike for the Nationals the cases come apart and all the clearances and tolerances are checked.

MAKING THE MAGNUM BETTER

main shaft. As long as you've got the engine apart, take .010 off the leading side clutch plates, but only if the plates don't want to fit back in the housing. Use 600cc of Bel-Ray MC-5 four-stroke oil in the transmission. You can do these modifications yourself, or send the parts to Wheelsmith and for \$35 they'll do the complete clutch modification for you. The washers alone are available for \$8.80 from Wheelsmith. They'll also port your cylinder for \$100, which includes lightening the piston, polishing the head and checking for rod clearance, engine compression and squish band clearance. Their research has shown that a spinning main bearing detunes engine performance. Wheelsmith recommends pinning the left-side main bearing. Machine a .040 groove on the bearings and drill a .060 hole in the cases and align an 1/8-inch dowel pin into the groove and hole to keep the bearing from spinning. Wheelsmith makes a pipe to replace the stocker that boosts mid-range and top end on the 250s.

CARBURETION:

A 36mm Bing comes standard on the 250 as well as on the 400-450 Magnums. If you've experienced throttling down problems on your bike (it won't idle down, even with the air screw turned all the way out), you might try running a 140 slide without the back cut-away. A 140-1 with the cut-away comes stock. Change the pilot jet to a 65 or 70 and that should fix the throttling down problems. For Southern California, Wheelsmith sets their bikes up with a 140-1 slide, number one needle in the third position (from top), a 324 needle jet, 75 pilot and 170 main jet. Turn the air screw all the way in and screw it out three-quarters to a turn and a quarter out.

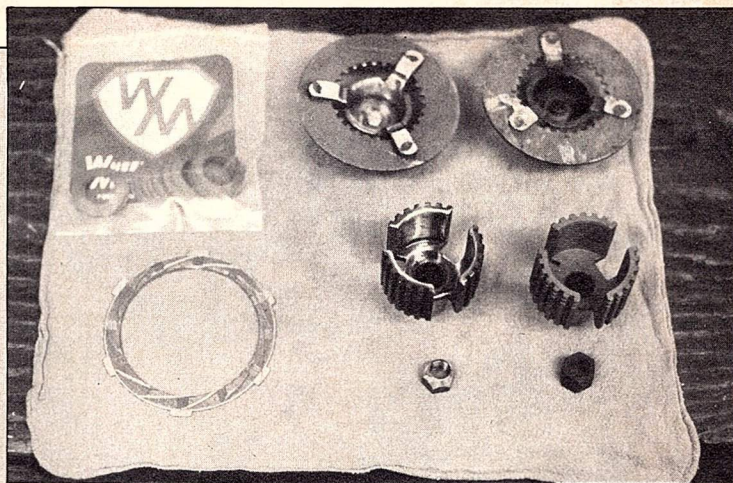
SUSPENSION AND WHEELS:

The stock fork seals have too much drag and impair the performance of the forks. Trim the inner lip of the outer seal with an X-acto knife to relieve seal drag. Approximately 375cc (6-5/16 inches from top of tube to the oil) of Automatic Transmission Fluid (type A) is used in each leg. (Make sure it's type A, as it's about a seven-weight fluid as compared to type F, which is about a 15-weight fluid.) Eight to 14 pounds air pressure is recommended; don't exceed 15 pounds, as the ride becomes increasingly harsher. Heavier riders might want to preload the springs if necessary. Mounts for longer rear shocks can be added to the stock swingarm for \$15. You'll need to keep a close eye on the stock spokes, as they take some time getting seated. Wheelsmith replaces the stock spokes with either a carbon steel set for \$19.95 or a stainless steel set for \$24.95. They come complete with instructions for lacing stronger cross-four and cross-six wheel patterns.

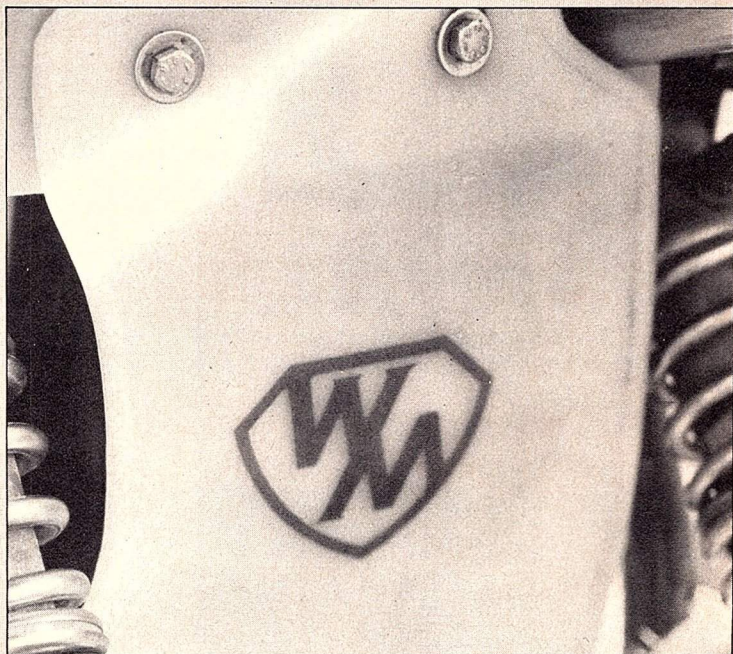
MORE TRICKERY:

Arcing the brake shoes gives mud and dirt a place to go and enables you to adjust the brakes for quicker response. Folding shift and brake levers (\$10.95) can save transmission trouble and bent brake levers. A case saver (\$7.95) does just that, and a rear mud flap helps keep the track out of your carburetor. A lighter front brake spring means being able to two-finger the front brake. Check the front axle pinch studs, as they aren't always screwed in tight at the factory.

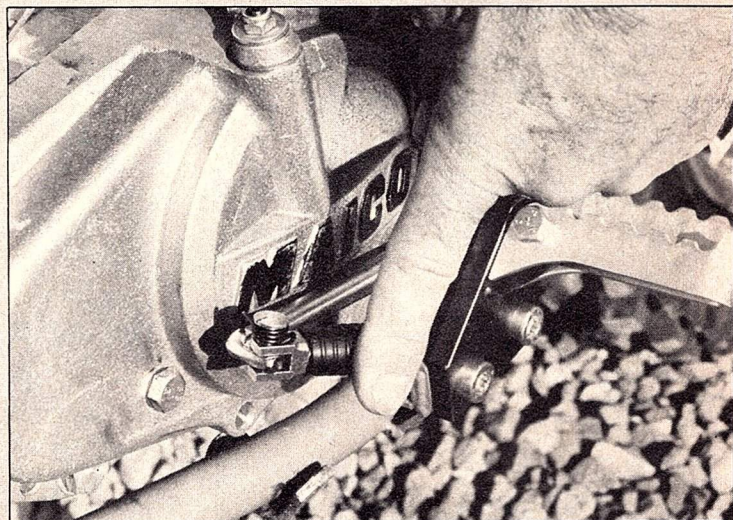
Wheelsmith Engineering
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Fountain Valley, California 92708



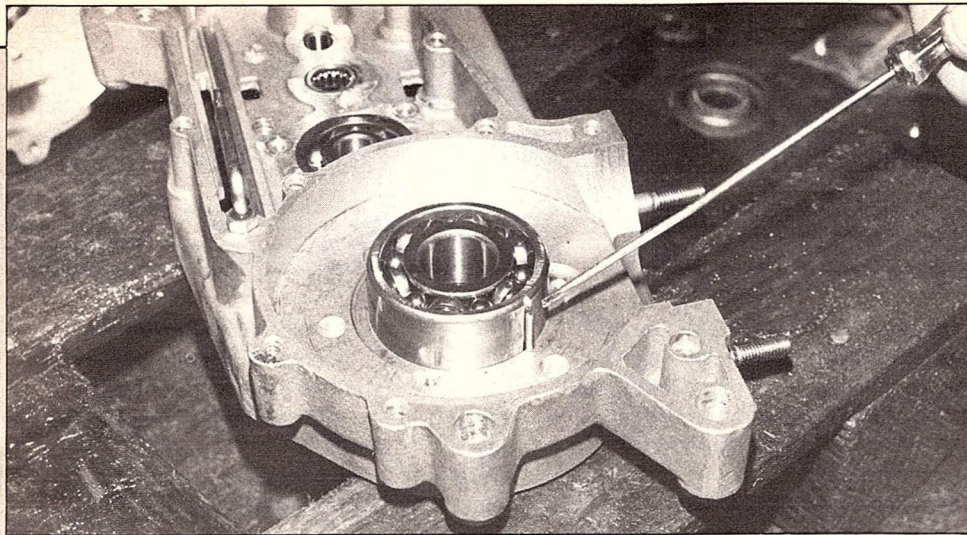
Polishing the clutch cage, grooving the clutch plates, turning down the retaining nut and installing special clutch springs make the stock Maico clutch much easier to live with.



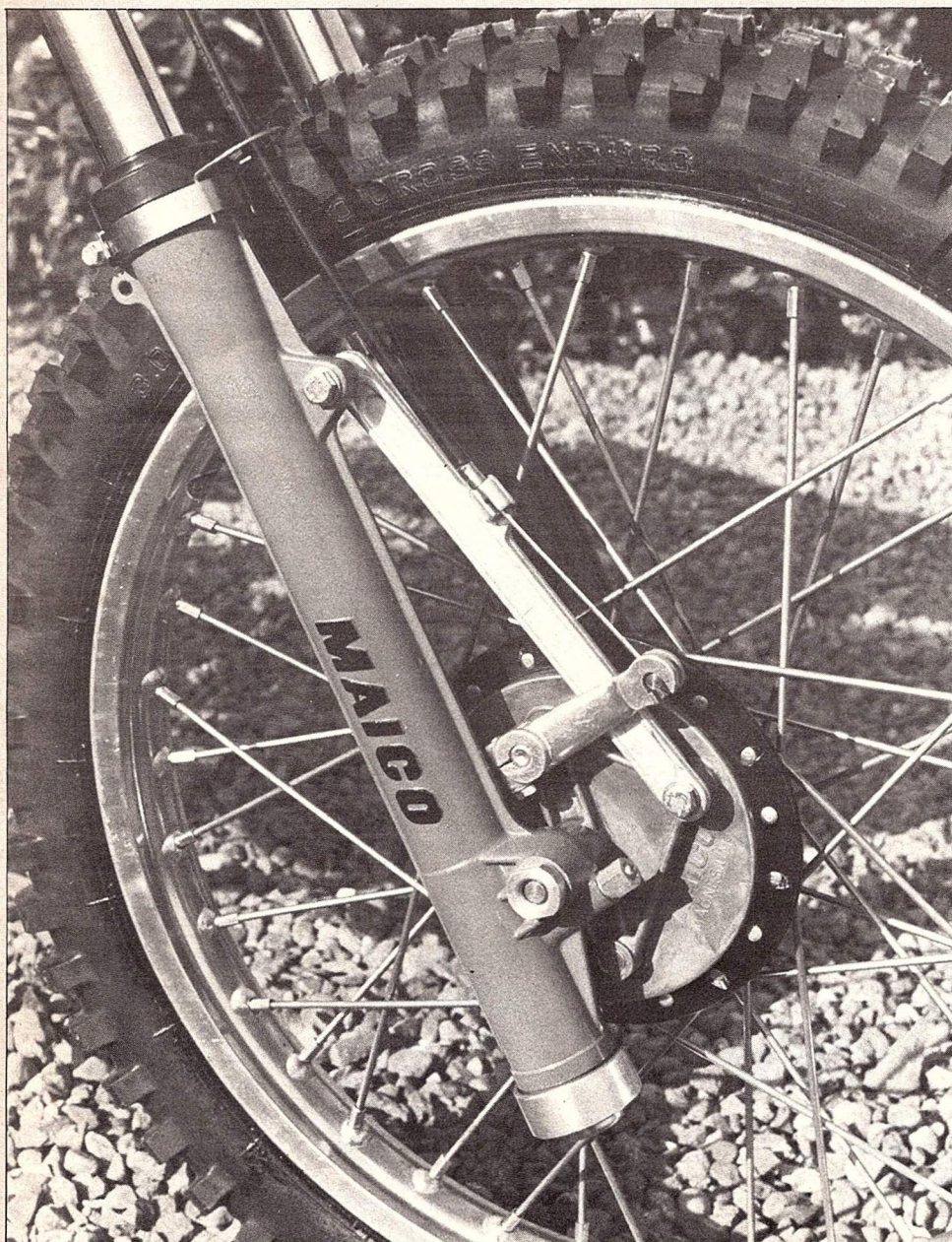
Wheelsmith makes a simple bolt-on mud flap for \$4.95 that helps keep track debris out of the carb.



Folding shift and brake levers can mean the difference between finishing and DNFing.



Pinning the left-side main bearing is easily accomplished with a drill and an 1/8-inch dowel pin.



Chrome moly steel fork legs from BFI are lighter and stronger than the stock units and go for \$120 pair less triple clamps.




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500 WORLD CHAMPIONSHIP GRAND PRIX OF

□ Heikki Mikkola (Yamaha) and Brad Lackey (Honda) continued their own personal duel at the head of the world 500 motocross championship by sharing the honors, with a win and second place apiece, at the French Grand Prix at Gaillfontaine.

Lackey still trails Mikkola in the championship table but the pair have opened up a massive gap on third man Roger DeCoster (Suzuki), who had a disappointing day.

On a black day for Britain, Graham Noyce (Honda) suffered unbelievable luck when his chain came off when lying third in both races, and Bob Wright (CCM) finished out of the points after a series of crashes.

Swedish ace Hakan Andersson, riding the new 430 Husqvarna, returned from injury with a brilliant third highest points-scorer placing with dark horse Andre Malherbe (KTM) fourth.

With the massive crowd of 35,000

lining every vantage point on the tight, undulating Gaillfontaine circuit, Lackey, who had taken the inside line on the grid, led into the first bend at the start of the first race.

Malherbe took over as he roared round the outside with Noyce third and Mikkola fourth.

Lackey regained the lead with Mikkola snatching second spot with Noyce on his tail, while a pile-up on the third bend sidelined DeCoster after

Brad Lackey is teaching Europe to watch out for the red, white and blue.



F FRANCE

Lackey and Mikkola split the difference

By Harry van Hemmen

Francois Wellens (Yamaha) collided with Peter Herlings (Maico). The former World Champion crashed into Herlings and went over the handlebars. He was unable to continue with a broken front brake drum retaining arm and injured elbow.

Lackey led into the second lap with Mikkola breathing down his neck, Malherbe third, Noyce fourth and Andersson fifth.

Mikkola made a successful bid for the

lead on lap two, but Lackey fought back to lead the World Champion at the start of the third lap with Noyce passing Malherbe for third spot.

Mikkola made another successful attempt a lap later and slowly began to pull away from the American, with Noyce looking very comfortable in third place.

The crowd's attention focused on the battle for fifth place between Andersson and Herbert Schmitz (Maico), and the

German gained the advantage on lap eight with Gerrit Wolsink (Suzuki) seventh and Bengt Aberg (Yamaha) eighth.

With the pattern seemingly set until the end of the race, the whole scene was turned upside down in a couple of laps.

Malherbe suddenly made dramatic progress on Noyce on lap 13 when the British champion stopped to put on his chain before continuing, and then two

Brad's already gone, but Helkki Mikkola (15), Herbert Schmitz (1), Jaak van Velthoven (6) and Bengt Aberg (34) press on through the clods. Those are O'Brien Racing Numbers on Mikkola's bike.



GRAND PRIX OF FRANCE

laps later Lackey crested the steep hill in the lead. Mikkola had crashed when he collided with Adolf Weil (Maico) and lost his lead while kicking his engine back into life.

He fought back like a tiger but was 15 yards adrift at the checkered flag, although Lackey nearly wrecked his chances when he crashed a couple of laps from the finish — he managed to remount without stalling the engine and before Mikkola could race past.

British eyes waited for Noyce to appear at the top of the hill for a deserved third place, but their hearts sunk as Malherbe, Schmitz, Andersson, Wolsink and Andre Vromans (Suzuki) took the checkered flag before Noyce appeared and coasted down the hill with his chain off once again. His final insult was when he had to dismount to push the Honda over the line to claim eighth

place. Bengt Aberg (Yamaha) was ninth and Jaak van Velthoven (KTM) tenth.

Lackey, again from the inside of the grid, led the second race with Noyce second, DeCoster third and Mikkola fourth.

John Banks retired on the opening lap with gearbox problems and Mikkola set after Lackey after overtaking Noyce.

One lap later he led, and with typical style he slowly and surely opened a lead to finish a comfortable winner.

Behind him the situation was not so settled. Noyce held on to Lackey until he dropped back after a tumble on the third lap. DeCoster was struggling with his injured elbow, front brake problems and difficulty with the dry circuit after practicing in the wet, and he was overtaken by Andersson and Malherbe.

Lackey almost crashed broadsiding through the start/finish line on lap six

and he came to grief a lap later when he crashed on the hill and had to come back down to restart before Noyce could snatch second place. However, Noyce could not believe his eyes when his chain shed a link on the hill and he coasted down with the chain over his shoulder.

Wolsink retired with steering head problems and the crowd began to urge on Jean-Jacques Bruno as he started to make dramatic progress through the field. Five laps from the finish he snatched fifth place after Malherbe tumbled, and with van Velthoven joining in, the KTM trio fought a battle royal, with Bruno holding on to fifth place behind Mikkola, Lackey, Andersson and DeCoster, with Malherbe sixth and van Velthoven seventh. Schmitz was eighth, Aberg, with a repeat of the first race, ninth and Fritz Kobele (Maico) tenth. 



For Roger DeCoster, France was not his best performance. A first moto crash and injured arm robbed him of valuable GP points. Andre Malherbe (7) pursues his fellow countryman.



Andre Malherbe shows Herbert Schmitz and fellow KTM teamster Jaak van Velthoven some continental flair around the tough French GP circuit.

FRENCH 500 GP RESULTS

1. H. Mikkola Finland (Yamaha)
2. R. Lackey USA (Honda)
3. H. Andersson ... Sweden (Husqvarna)
4. A. Malherbe Belgium (KTM)
5. H. Schmitz W. Germany (Maico)
6. R. DeCoster Belgium (Suzuki)
7. J. Bruno France (KTM)
8. G. Wolsink Holland (Suzuki)
9. J. van Velthoven Belgium (KTM)
10. A. Vromans Belgium (KTM)

Race one: 1. Lackey, 2. Mikkola, 3. Malherbe, 4. Schmitz, 5. Andersson, 6. Wolsink, 7. Vromans, 8. Noyce, 9. Aberg, 10. van Velthoven.

Race two: 1. Mikkola, 2. Lackey, 3. Andersson, 4. De Coster, 5. Bruno, 6. Malherbe, 7. van Velthoven, 8. Schmitz, 9. Aberg, 10. Kobele.

World Championship positions: 1. Mikkola 72, 2. Lackey 70, 3. De Coster 43, 4. Malherbe 36, 5. Schmitz 33, 6. van Velthoven, Wolsink 26, 8. Andersson 21, 9. Vromans 20, 10. Noyce 16.

Next round: Denmark, May 7.



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LIGHTWEIGHT ALUMINUM BEERCANS

The Amazing Mark Porter Diet

By Jody Weisel

□ The modern-day motocross bike is a Porker. The weight of the current crop of Open class and 250 machinery is a national embarrassment. No one can figure out which nation should be embarrassed, the manufacturer or the buyer. Luckily, in the buyer's homeland, America, there is a never-ending supply of trick articles to help you achieve moto-bliss.

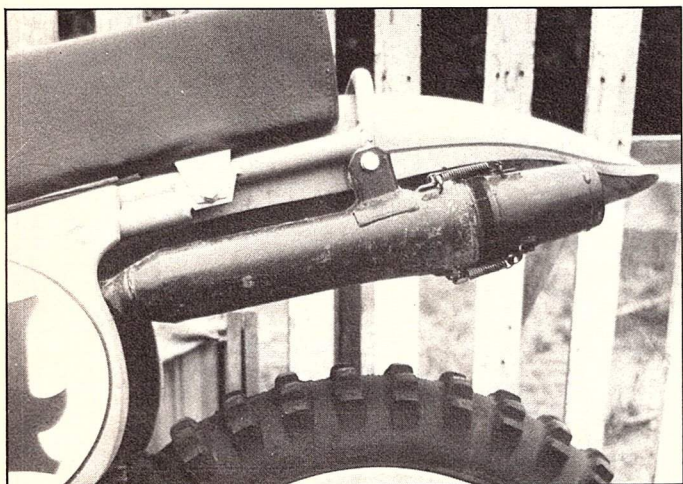
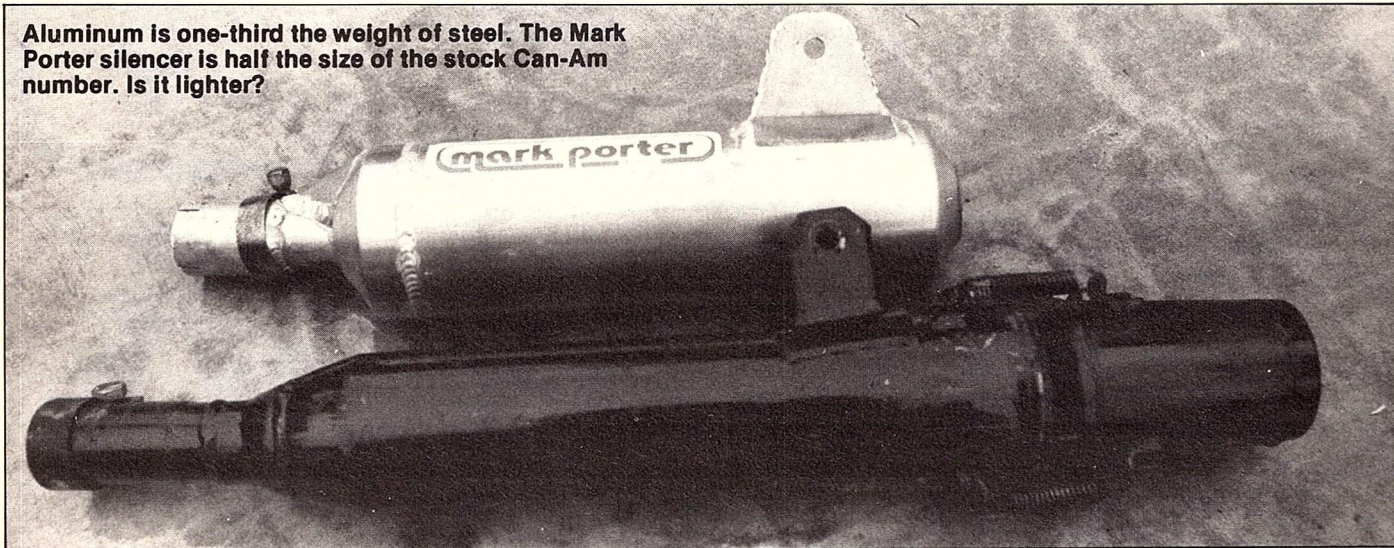
Mark Porter Manufacturing builds sano aluminum silencers for all the Japanese crossers and a select few of the Euro-brands. The weight savings normally runs from a half-pound (Yamaha) to almost a full pound (Can-Am and Maico). With some bikes you will lose some of the quieting effects of the stock steel. The Can-Am silencer is extremely quiet, and replacing it with a Mark Porter unit raises the noise level a

little. The Yamaha unit is a loud silencer to begin with and the Mark Porter aluminum replacement actually sounded quieter.

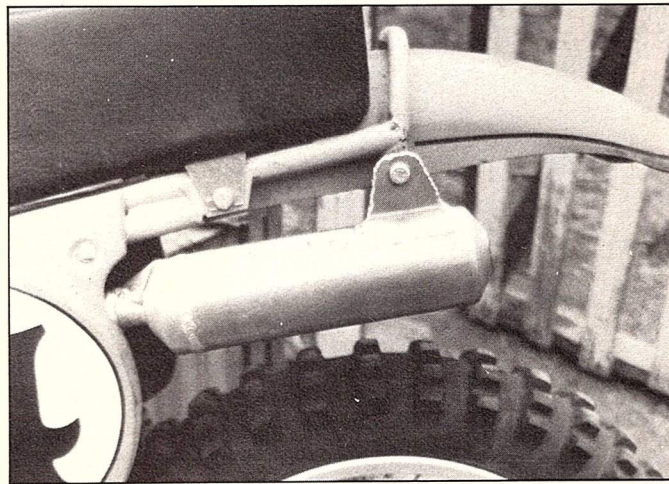
The prices vary from \$28 for the smaller bikes up to \$40 for the complex units found on some European big-bores. If you are not going to try to drop the weight of your machine with an organized program, the Mark Porter silencer is probably too expensive. But for the rider who has made an effort to save weight at every corner, the Mark Porter silencer can knock off up to one pound of high weight quickly. For complete information call or write Mark Porter Manufacturing, 1301 "H" East Chestnut Ave., Santa Ana, California 92701; (714) 834-1875. The units are available for Yamaha, Suzuki, Kawasaki, Maico, Bultaco and Can-Am.

III

Aluminum is one-third the weight of steel. The Mark Porter silencer is half the size of the stock Can-Am number. Is it lighter?



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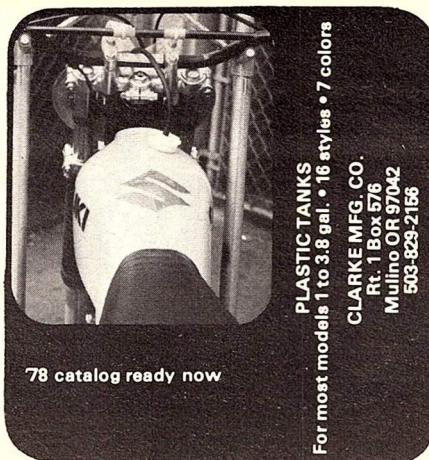
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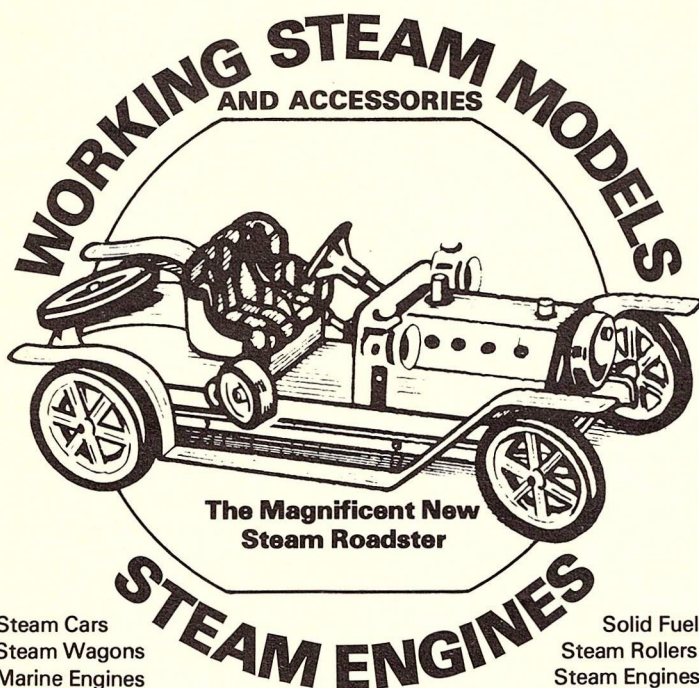
(continued from page 6)

engine. They felt that most racers did not have the ability to cope with the power available as supplied in stock form, and even though we said we wanted more we didn't know what we were talking about. They were right to some extent, but they gave in to our demands anyway and have benefitted in increased sales by doing so. They warned us about the inherent problems of highly tuned race engines and chassis to match, but most of us said we could handle it, so give us what we want. Now our complaints are about seized lower ends, pistons exploding, broken frames, critical jetting, broken rods and we only get two months of racing from our new bike before one or all of these things happens to it!

The factories knew this was going to be a problem long before they gave us what we wanted because of their involvement with their own race teams. You don't think a factory race bike goes to more than two events without a complete teardown, or new pistons every race, etc., etc., so why should you expect to get that much more? Of course you could and should with the proper maintenance, but I don't know many of this type of rider in this day and age. How many of you know how to jet your bike and do so before each event? Aha! Now you know a little about what a manufacturer is up against in dealing with us. We tell him to give us all his knowledge and put it into a race machine and don't worry about it, we'll maintain it, we'll read the manual before we do anything. Sure! He knows what will happen. His dealer will get a call a week later and we'll complain about the piston seizing. "Of course we read the manual," we reply when asked. We just neglect to tell him it was *after* the bike stopped. We were only doing a few wheelies down the street, it must be faulty manufacturing!

It is pretty obvious that now a good rider can win on most any brand of motocross machinery, so it is the help he receives which can influence his choice. A friendly dealer can make a world of difference to your racing pocketbook, and in this day and age of hand grenade engines this is a more important consideration than the brand.

There is still not a perfect choice in any class of motocross machinery, for which we are thankful, and I doubt that this will ever come to pass, which is as it should be. However, it is becoming increasingly more difficult for us to



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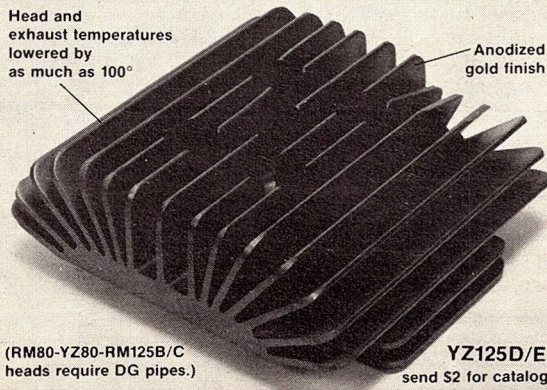
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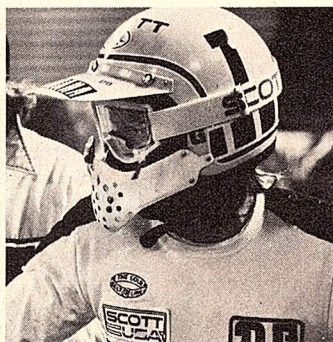
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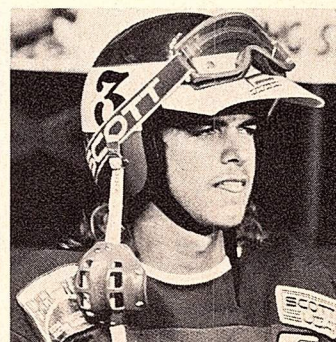
nit-pick the new models, and you should judge our tests accordingly. For instance, we may complain of a lack of power when comparing one 250 or 500 with another, but I still don't know anyone who can race a 250 (pros included) at the same throttle speed as a 125 — and I won't even get into the open class power that is now available. This means that not one of us is able to *fully* utilize the power available in any bike over a 125 as produced, including Bob Hannah, although he is, so far, utilizing the most. If you doubt this, in your next race try using full throttle from turn to turn. I think you are in for a surprise. It is almost possible to do on a 125 by a select few riders, but on a 250 or over most MXers stay in the quarter to mid-range stage of their carburetion once out of a corner. I'm sure I'll get some arguments on this, but I'm willing to be proven wrong.

I should also mention that our test results are a compromise (unless stated) of a whole slew of test riders. We use as many pros as are available to us at the time of a test, and usually no less than two of these throw a leg over one of our test bikes. Sometimes it's hard to come up with a consensus of opinion because the likes and dislikes of our testers are so far away from each other. After all, we are all opinionated to some degree, and it is hard to know sometimes when we are going wrong. Because you can win on a bike doesn't always mean that you like to ride it. This may sound strange, but it is a truism. I remember a remark made by Roger DeCoster that I had to think about because it surprised me. It was 1975 at the Fairgrounds in Salem, Oregon, and Suzuki had flown me in to interview Roger, on stage, before a paid audience. After about an hour I opened the interview to questions from the audience, and out of the 500 or so people there, one little boy in the front row raised his hand and asked Roger why he rode a Suzuki and not a Yamaha. Everyone chuckled and some reacted like it was a stupid question, but Roger answered it very seriously and explained that one of the primary considerations he gives to riding a bike is how he looks and feels on it. He said that if it came to a choice of more money for riding a bike that he did not look good on, he would not ride it. He said that although the Yamaha was a very good bike, he felt he looked better on a Suzuki . . . at present!

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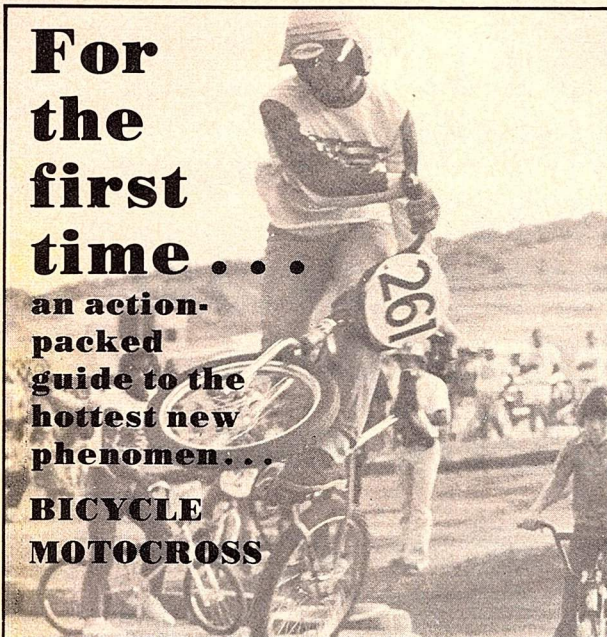
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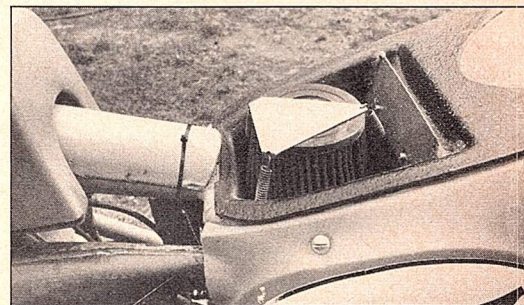
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CAN-AM 250

(continued from page 43)

230 pounds with gas, but only Bultaco and Kawasaki meet the standards of being a lightweight nowadays. All the standard bits and pieces feel right. The Magura levers are excellent. The grips are good. The footpegs have been improved. The gas cap is a large, screw-on plastic unit. The bike feels nice and sleek, but at the same time it leaves you with the feeling that you are astride a substantial piece of machinery.

Pull in the six-plate clutch and snick it into gear. The gearshift throw is longer than the computer-like Suzuki's, but it is romantically European. The Magura throttle pulls the slide up on the 32mm Bing and the Bing spritzes the air/gas mixture down a 32mm tuned intake tract directly into the crankcase. Engineers have argued for years about the best way to make horsepower. Some stick with the piston-port design, while others opt for rotary valves. The tide ebbs back and forth. Currently the rotary valve is winning the war of high horsepower (read road race).



Bazooka-like backbone frame led to a K&N filter, kept sharp by a pyramid retaining strap. Silicone seal the rear aluminum fin to keep the air box watertight.



Magura levers and throttle along with the Can-Am grips means you'll be able to save some money on accessories.

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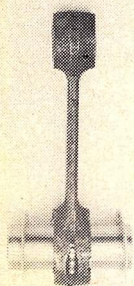
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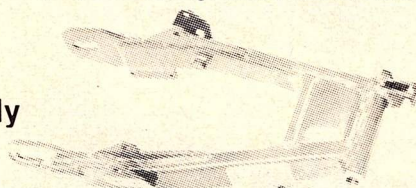
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Let the clutch out and the bike moves away quickly. Wick the throttle open and the sucker flies. By far it is the fastest 250 made. A dyno may say something different, but a ride will prove to you that a dyno never won a race. The forks work well after they are warmed up, but the springs sag after a couple of rides. The sagging springs soften up the compression stroke, but cost a considerable amount of travel. The hot tip is to put air caps on the forks and run about 12 pounds of air. The oil should be changed to five or ten-weight. Bel-Ray or PJ-1. A set of stiffer fork springs from Al Baker R&D will improve the front end for hard riders, but the air will suffice for most.

The shocks work, but not well. The Gas Girling design is the same as used by Heikki Mikkola when he won the 500cc World Championship in 1974 while riding a Husky. Husqvarna lost Heikki and gave up on Girling. Husky uses Ohlins now. We think that any major shock on the market would be an improvement. The factory team uses



"Hurricane" Bob Hannah, AMA Supercross Series Champ

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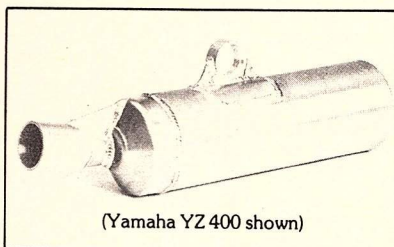
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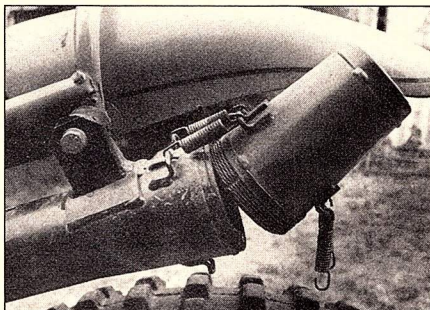
Ohlins also, but most privateers use
either Fox Airshox or Works Perfor-
mance. The stock shocks are adequate
for low-budget racing. Especially if
you're not engaging in long motos. The
spring rate was too soft for riders above
175 pounds.

The MX4 steers really well. The bike
can be turned so tight around a hairpin
that it shocks the competition. The bike
will win any drag race from corner to
corner, and it can get around the turns
with surefootedness. The MX4 always
lifts the front wheel under acceleration.
So if you always wanted to do wheelies,
but never could get the knack, here is a
bike that does them easily. Amazingly,
the wheel rarely lifts higher than you
want it to.

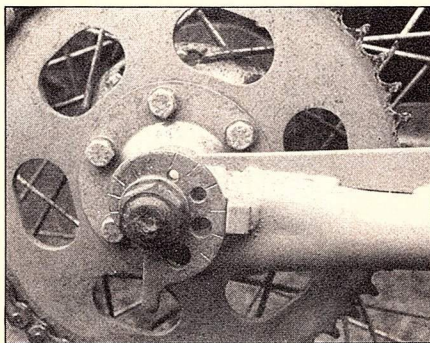
BITS AND PIECES

Aircraft nuts abound on the bike. The
countershaft sprocket is 15mm closer to
the swingarm pivot this year to avoid
chain problems. The chain itself is
anodized gold so that it matches the
orange tank and fenders. The brakes
work, but don't buy stationery to write
home about them. The Super Trapp
silencer needs to be cleaned every
other race. It is a simple task.

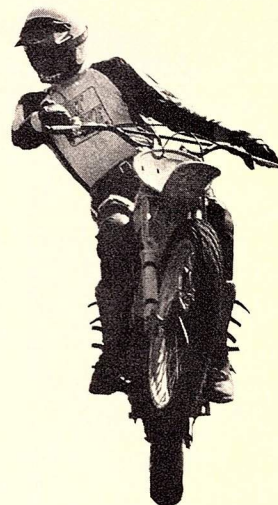
The air box is under the seat and not
too good for wet or muddy conditions.
The K&N filter screws into the top of the
air box, but the rear fender guides
moisture toward the air box. The
stop-gap aluminum air box guard must



**Super Trapp silencer reduces the
engine's bark considerably. Disco(?)
jets should be cleaned regularly.**



**Eccentric cam chain tensioner makes
chain adjustment a snap.**



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be silicone-sealed to the max. Don Jones suggested putting a nylon panty-hose over the filter on muddy days. It works, but will start people whispering.

The chain adjusters are the eccentric cam type. We like them. The frame is chrome moly. The rear brake is full-floating. The tires are by Dunlop. The shocks rub against the plastic side panels. Each countershaft sprocket comes with a new case protector. Clear plastic needs to be put on the sides of the gas tank to keep the decals on. The petcock is a little cheesy. We did miss third gear occasionally. You have to start over if you miss a gear. It won't slip in by itself.

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The Can-Am costs more than the Japanese racers it is in competition with. But you are not just getting another Oriental two-stroke. With the Can-Am you are buying a totally different package. They can't sway you with a success story, they can't convince you with hordes of bikes on the starting line, they can't offer you anything you can get somewhere else. What they can give you is a machine that works. It doesn't work because it is a copy of something that worked last year (it didn't), but it works because they took a different tack and kept on refining it.

SPECIFICATIONS

Make Can-Am
Model MX4
Country of Manufacture Canada
Retail Price \$1699

ENGINE

Type Single, two-stroke, rotary valve
Bore and Stroke 72mm x 61mm
Displacement 248cc
Compression Ratio 14:1
Carburetion 32mm Bing
Ignition Bosch
Air Filter K&N
Lubrication Pre-mix
Transmission Five-speed

CHASSIS DIMENSIONS

Overall Length 84.75 inches
Overall Width 34 inches
Overall Height 47 inches
Seat Height 37 inches
Wheelbase 57.75 inches
Dry Weight 218 pounds

CAPACITIES

Fuel 2 gallons (U.S.)
Transmission 1.2 quarts

SUSPENSION

Front Leading axle
Marzocchi (9 1/2 inches)
Rear Gas Girling,
dual-rate spring (9 1/2 inches)

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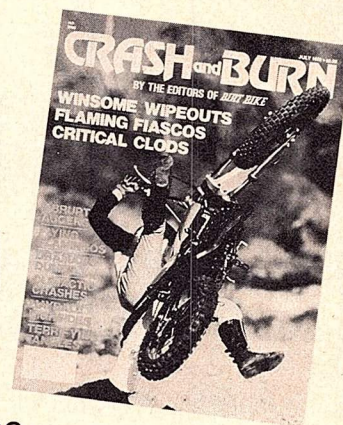
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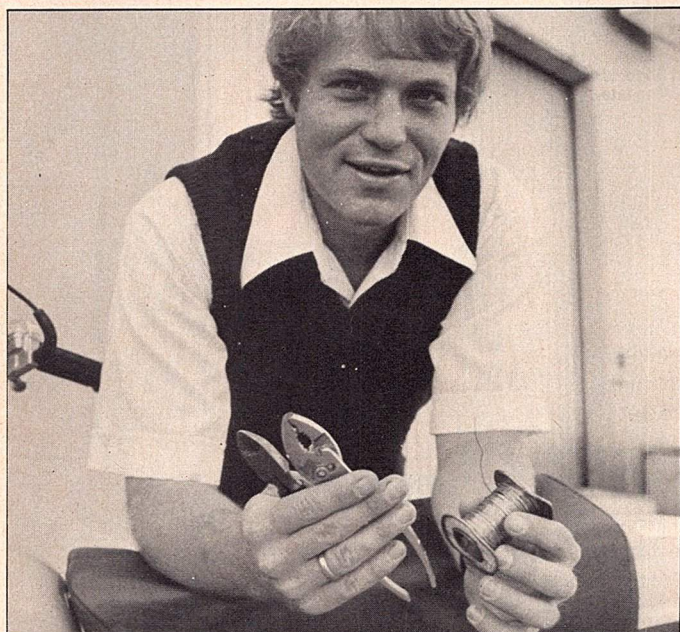
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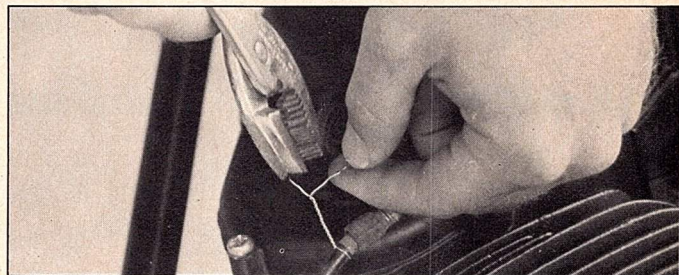
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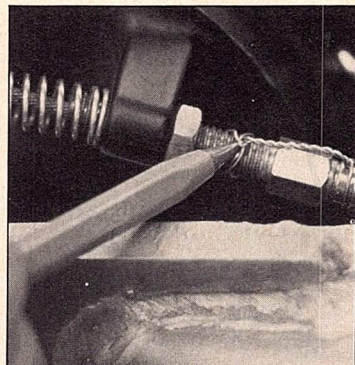
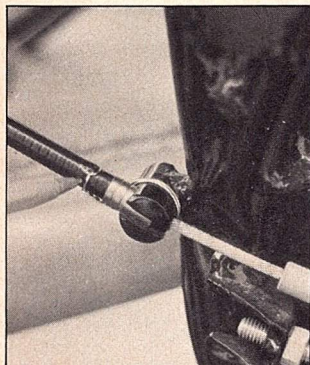
U.S. Suzuki's tech rep, Ron Wright, on hand with all the tools you'll need for safety wiring your bike in one easy afternoon.



Make sure the wire you use is genuine safety wire. The regular stuff snaps apart when tightly wound.



Leave enough wire to make the final twist from the cable to the housing.



Tie both the front section and the rear section of the rear brake cables for added insurance.



Wiring the throttle cable is highly recommended.



If you replace the stock carburetor hose clamps with the good automotive type you'll need to trim the air boot.

SAFETY WIRING; THE RIGHT WAY

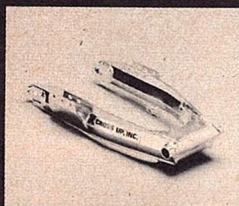
Safety wiring provides that little extra assurance that in case something should break, loosen or back its way out, you won't suffer the dire consequences. It can mean the difference between finishing a moto or pushing your bike back to the pits. Top-flight factory wrenches wouldn't think of showing up at the races without safety wiring every vulnerable nut, bolt and cable on their riders' bikes. Neither should you!

Safety wiring your bike is a simple, non-time-consuming task that you can include in one afternoon's maintenance. First of all you'll need genuine safety wire, preferably .041 diameter. You can get it at your local hardware store. Make sure it says safety wire somewhere on the label. Regular-gauge wire might break when twisted tightly. You'll also need pliers and wire cutters.

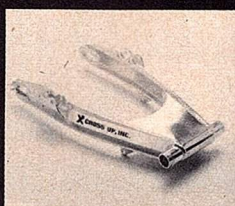
Cable-operated brakes should be safety wired from the cable on to the mounting strap to keep them from accidentally

popping loose. Both front and rear brakes should be wired, with the rear cable secured at both ends. Engine mounting nuts and bolts, sprocket bolts and any nuts or bolts that tend to loosen regularly should be safety wired on the bike. Most of the newer Japanese crossers use nylon lock nuts on the critical tension areas. What most riders don't realize is that those nylon lock nuts wear out after several retightenings. You can prolong their life by installing a flat washer, then a lock washer before putting the lock nut on.

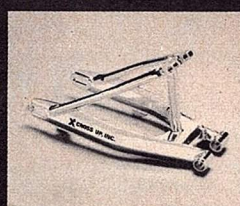
You should safety wire the stock hose clamps if you're using them. A better idea would be to replace the stock clamps with the good automotive-type hose clamps. You'll need to cut the ridge around the carb boot off in order to use the wider automotive-type clamps. With just a little time and attention to detail, you can save yourself a lot of headaches and DNFed motos.



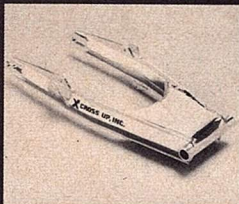
CR 125/S145.
5 pounds 11 ounces
Double Diamond
aluminum extrusion
6 month guarantee



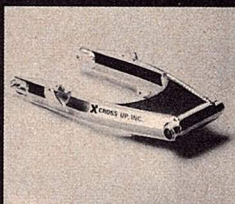
TT 500/S145.
Considerable increase
in wheel travel
Double Diamond
Extruded aluminum
6 month guarantee



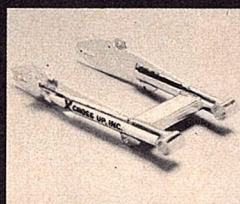
YZ 125D/S165.
6 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



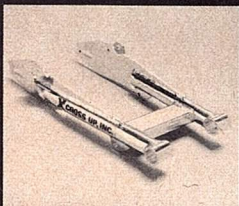
RM 100B/S145.
5 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



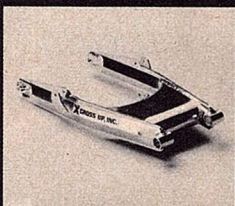
**RM 250 - 370
A, B & C/S145.**
5 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



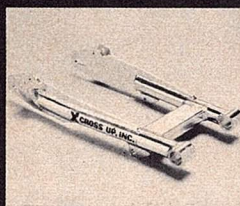
YZ 80C/S110.
2 pounds 12 ounces
Extruded aluminum
6 month guarantee



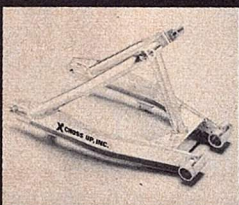
XR 75/S110.
2 pounds 12 ounces
Extruded aluminum
6 month guarantee



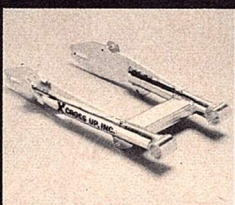
KX 250 - 400/S145.
Reduces unsprung weight
increases rearwheel travel
Double Diamond
Extruded aluminum
6 month guarantee



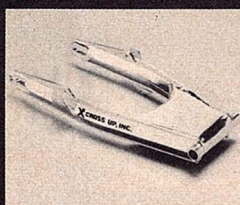
YZ 80D/S110.
2 pounds 12 ounces
Extruded aluminum
6 month guarantee



YZ 250 - 400 D/S165.
6 pounds 12 ounces
Increased travel
Double Diamond
Extruded aluminum
6 month guarantee



RM 80/S110.
2 pounds 12 ounces
Extruded aluminum
6 month guarantee



RM 125 B/S145.
5 pounds 11 ounces
Double Diamond
extruded aluminum
6 month guarantee



YZ 80 UP PIPE/S55.
Wider power band
increases torque
increases horsepower



CR 125 UP PIPE/S80.
The best up pipe money
can buy for those racers
who go all the way
Hydro formed for
maximum performance



RM 80 UP PIPE/S55.
Hand formed bands
turned for maximum output
increased power in all ranges



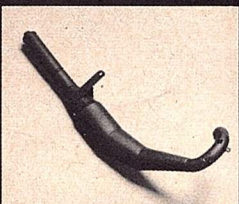
**XT 500 SPARK
ARRESTOR PIPE/S65.**
U.S. Forestry Service approved
light weight construction
routes close to frame



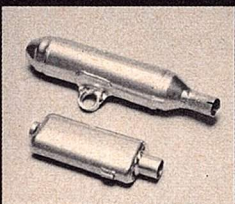
TT 500 RACING PIPE/S55.
Weighs just 3 pounds
20% horsepower increase
wider power band



RM 125 UP PIPE/S80.
Increases power range
increases horsepower output
super tunes your engine



CR 125 LOW PIPE/S49.
Our best performing
down pipe greatly
improves top end
power band



**ALUMINUM WORKS
MUFFLER/S30 - S35.**
Minimum back pressure
light weight
BASSETT designed



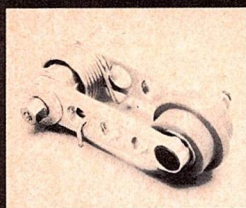
S&W GAS FREON SHOCKS/S90.
Long travel heavy duty
top shock on market
available for all bikes
one year guarantee

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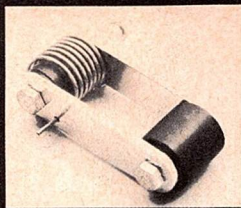
MINIMUM COD ORDER IS \$10.

X CROSS UP, INC.

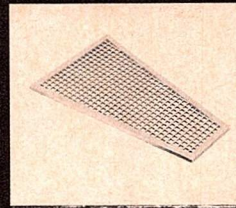
CROSS UP, INC., 11781 CARDINAL CIRCLE, GARDEN GROVE, CALIFORNIA 92643.



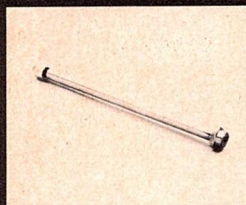
TENSIONER/S38.
Stainless steel spring
sealed ball bearings
anodized black
heat treated arms
urethane roller



TENSIONER/S16.
Inexpensive dependable
nylon guide wheel
6061 sidearms



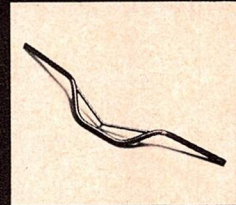
MUD GARD/S9.
Keeps mud off engine
aids in cooling
lightweight nylon
easy to install



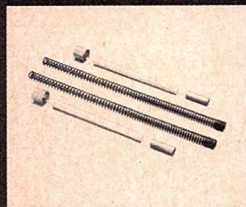
(THE) AXLE/S15.
Eliminates bent axles
heat treated
tubular 4130 chrome moly
replaces all 15 mm axles



BUSHINGS/S9. (pair)
Self lubricating
self aligning
will outlast bronze
easy installation



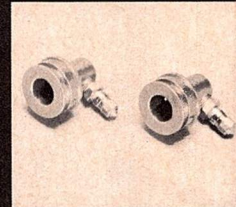
HANDLEBARS/S21.
Developed by GARY JONES
4130 chrome moly
heliarced center brace
weighs 2 pounds 7 ounces



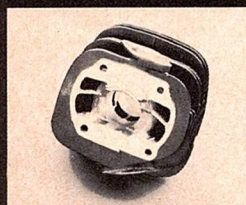
FORK KITS/S20. - \$60.
AL BAKER R & D fork kits
offers extended travel
available for all
popular bikes
greatly improves handling



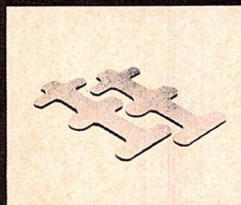
FORK BOOTS/S9.
Allows for 10 inches
of fork travel
extends seal life
compresses fully
red, yellow, & black



AIR FORK CAPS/S10. - \$15.
Allows for increase or
decrease in air pressure
in forks



PRO PORTING/S75. - \$100.
Adds to powerband like no
other engine modification
100 cc kits also available



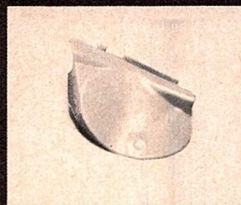
FORK PROTECTOR/S3.
Efficient way to protect forks
comes complete with
nylon tie straps



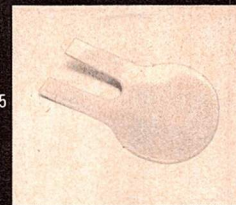
GRIPS/S3. (pair)
Non slip grip
soft positive feel
deep rutted design



CASE SAVER/S10.
6061 polished aluminum
protects case from
derailed chain
produced by
ALLOY GRAPHICS



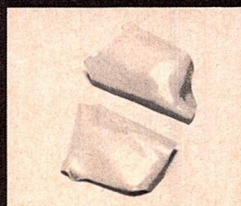
UFO NUMBER PLATE/S15.
Unbreakable poly urethane
attaches easily to bike
smooth surface for numbers
fits RM 80, YZ 80, and XR 75



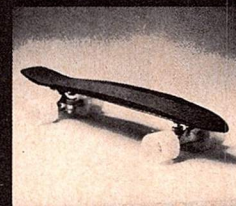
UFO NUMBER PLATE/S5.
Unbreakable polyurethane
attaches easily to bike
protects cables
front mount is universal



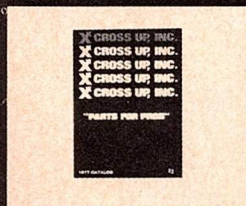
**FIBERGLASS
SIDE PLATE/S10.**
Durable molded fiberglass
smooth surface for numbers
attaches easily to bike
fits CR 125 up pipe only



UFO NUMBER PLATE/S15.
Unbreakable polyurethane
attaches easily to bike
smooth surface for numbers
side mount fits
all popular bikes



SKATEBOARD/S48.
6061 T-6 aluminum
polished and anodized black
ACS 651 trucks, IKS bearings
2" x 2 1/4" diameter urethane wheels
1/4" pads, 3" grip tape



CATALOG/S2.
A complete collection of the
CROSS UP line
breaks down each
product and gives
all specs.



RACING JERSEY/S16.
100% nylon with knit
cuffs and collar
available in all sizes



T-SHIRT - HAT/S9. (together)
100% cotton T-shirt/\$5.50 (separate)
with CROSS UP logo
available in all sizes
hat is adjustable and durable
with CROSS UP logo/\$4.50 (separate)

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Our K-88. The tire that became a legend in 1977. Winning more AMA motocross and supercross races than any other tire. And taking three out of the five major motocross and supercross championships.

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The K-88's deep, self-cleaning tread is designed with reinforced shoulder blocks to put more biting edges on the ground. To bite hard into wet, soft or loose earth.

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